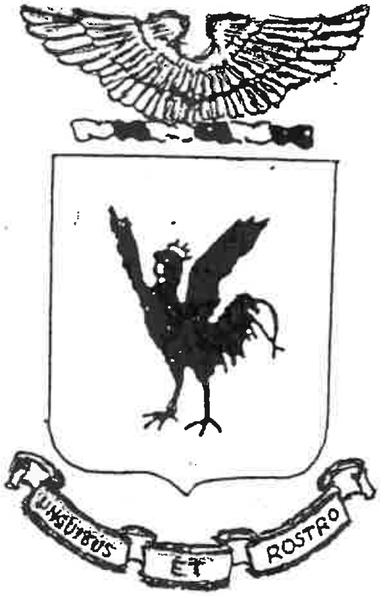
"FIGHTING COCKS"

the 18th GROUP - WING


UNGUIBUS
ET
ROSTRO

A HISTORICAL SCRAPBOOK

COMPILED BY

MARTIN H. BOISEN

1995

Martin H. Boisen
861 Beech Avenue
Chula Vista, CA
91911 - 1106

(619) 420-5346

15 April 1995

Mr. Ray Waters, Archivist
San Diego Aerospace Museum
2001 Pan American Plaza
San Diego, CA 92101

Dear Mr. Waters,

Much of the material in the enclosed "18th Historical Scrapbook" was located in your Archives. As an expression of gratitude I would like to tender a copy for your files.

Distribution of copies will be limited to family members and to those who have assisted in my research. Except for a few narrative comments concerning personal experiences, the sources of included information seem to be self-evident.

Thanks again for the help,

sincerely,

Martin H. Boisen
memb. # 0058931-I

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68 - . 98

"FIGHTING COCKS"

the 18th GROUP - WING

UNGUIBUS
ET
ROSTRO

A HISTORICAL SCRAPBOOK

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1995

THE N. PAUL WHITTIER
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SAN DIEGO AEROSPACE MUSEUM

ACKNOWLEDGEMENTS:

Starting with my sixty year old Air Corps scrapbook, I began adding articles and excerpts from books about the old "18th Fighting Cocks" (see page 138). Other data included came from ---:

AEROSPACE MUSEUM, San Diego, CA (Archives)
HAWAII STATE LIBRARY, Honolulu, HI (Neal Hatayama)
HICKAM AFB HO, Hawaii (John R. Kuborn)
"7 DECEMBER 1941: THE AIR FORCE STORY" (John R. Kuborn)
MAXWELL AFB HO, Alabama (MSGT Barry L. Spink)
"UNIT REPORTS" (Acquired at Maxwell AFB by Paul S. Bechtel)
KADENA AFB HO, Okinawa (Ms Lillian E. Wilbur)
"KADENA- 50 YEARS HERITAGE" (Ms L. E. Wilbur & SSgt Steve Brandt)
P-38 NATIONAL ASSOCIATION ("Coffee" Coffman)
"THE LOCKHEED STORY" (Douglas J. Ingells)
"HISTORY OF U.S. AIR FORCE" (David A. Anderton)
"MODERN WARPLANES - F-15" (Michael J. Ingells)
"COMBAT SQUADRONS OF THE AIR FORCE" (1969 Maurer Maurer)
"AIR FORCE COMBAT UNITS OF WORLD WAR II" (1983 Maurer Maurer)
"AIR FORCE COMBAT WINGS 1947-1977" (1984 Charles A. Ravenstein)
"SEVENTH AIR FORCE STORY" (Kenn C. Rust)
"THIRTEENTH AIR FORCE STORY" (Kenn C. Rust)
"PINEAPPLE AIR FORCE" (John W. Lambert)
"VAMPIRE SQUADRON" (William H. Starke)
"ATTACK ON YAMAMOTO" (Carroll V. Clines)
"UNSUNG HEROES OF KOREAN AIR WAR" (Duane E. 'Bud' Biteman)

I would like to express my gratitude to those old, bold fighter pilots who took the time to chat with me on the phone and / or exchanged material by mail ---:

Roger Ames, Dan Barry, Paul Bechtel, 'Bud' Biteman,

George Chandler, 'Coffee' Coffman, Richard Copps,

Wilbur Grumbles, 'Bill' Starke and Kermit Tyler.

Thanks, Gentlemen ---

Sincerely,

Martin H. Boisen

AIR FORCE COMBAT UNITS OF WORLD WAR II

GROUPS

DEPARTMENT OF THE AIR FORCE
MCMXLVII
UNITED STATES OF AMERICA

Edited by
Maurer Maurer

NOTE - ALSO AVAILABLE:

AIR FORCE COMBAT WINGS 1947 - 1977
Lineage and Honors Histories
Charles A. Ravenstein 1984
USAF Historical Research Center

Office of Air Force History
Washington, D.C.
1983

COPY AT:

SAN DIEGO AEROSPACE MUSEUM
2001 PAN AMERICAN PLAZA, BALBOA PARK, SAN DIEGO, CA 92101 (619) 234-8291
Accredited by the American Association of Museums
FAX: (619) 233-4526

COMBAT SQUADRONS OF THE AIR FORCE

WORLD WAR II

MCMXLVII

Edited by

MAURER MAURER

USAF HISTORICAL DIVISION
AIR UNIVERSITY
DEPARTMENT OF THE AIR FORCE
1969

For sale by the Superintendent of Documents, U.S. Government Printing Office
Washington, D.C. 20402—Price $8.25

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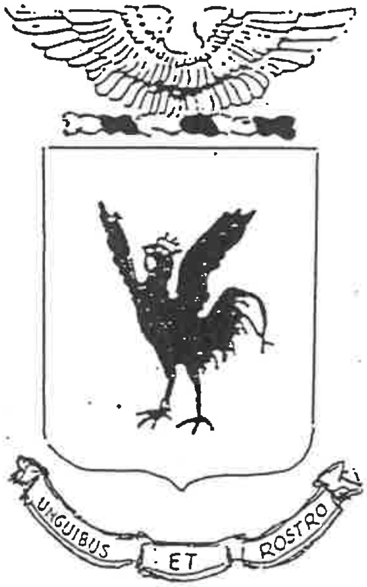
CHAPTER ONE

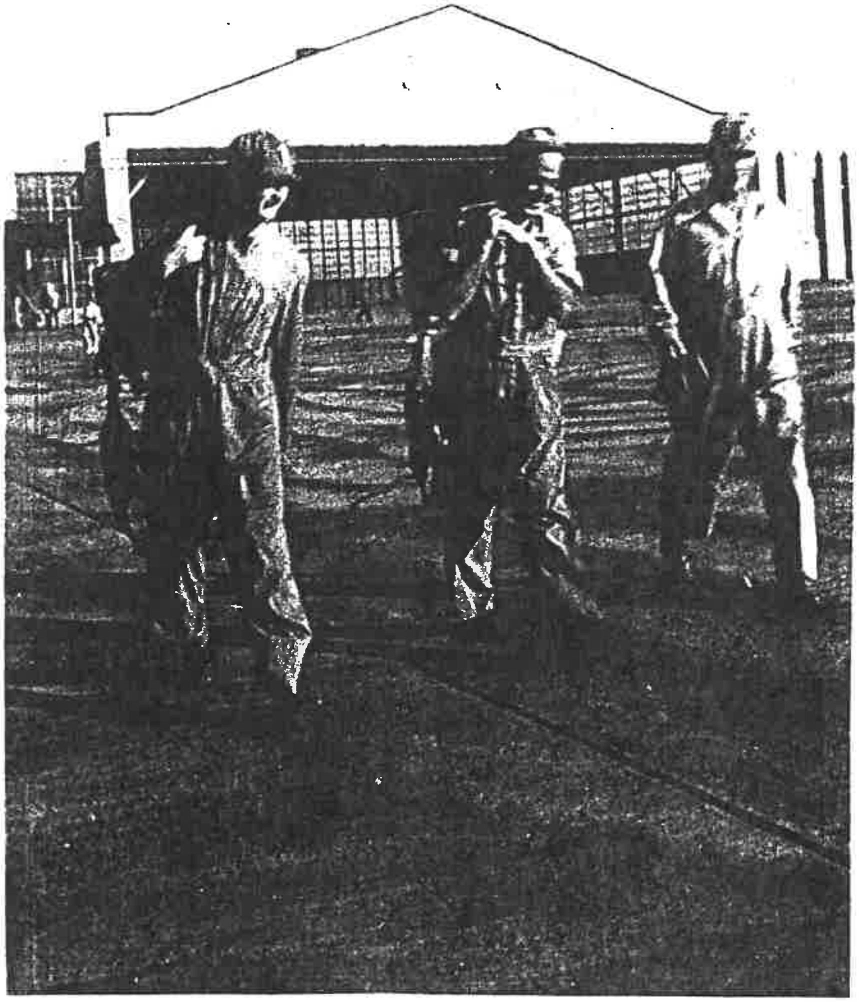
18th PURSUIT GROUP


UNGUIBUS ET ROSTRO

Organized as 18th Pursuit Group in Hawaii in Jan 1927.

"BACKSEAT DRIVERS"

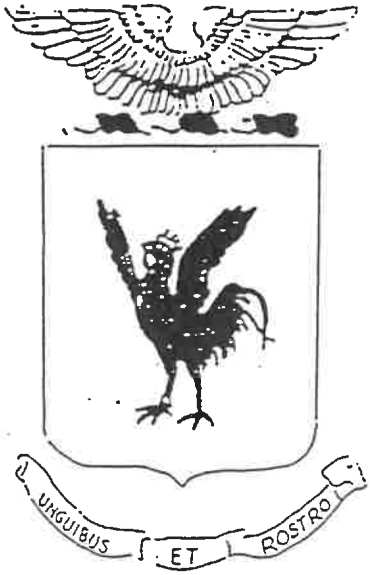
WHEELER FIELD, T.H. - c.1936



Wickwire, Satterfield (with chutes) and Sgt. Smith - 26 ATK/ 18PG (M.H.Boisen)

Note that "Fatigue Cap, USAAC" had snap tabs to hold goggle straps and by reversing the bill, was often used in lieu of helmets by "enlisted types"
"Kapok" life vest and safety belt (snaphooks on sides) worn over coveralls. The chutes were "seat packs", secured in pit.

18th PURSUIT GROUP
WHEELER FIELD, T. H.



INSIGNE. *Shield:* Or, a fighting cock with wings displayed sable wattled and combed gules. *Crest:* On a wreath or and sable two wings conjoined and displayed tenne (orange). *Motto:* UNGUIBUS ET ROSTRO—With Talons and Beak. (Approved 21 Feb 1931.)

Organized as 18th Pursuit Group in Hawaii in Jan 1927. *Redesignated* 18th Pursuit Group (Interceptor) in 1939, and 18th Fighter Group in 1942. Before World War II the group engaged in routine flying and gunnery training and participated in joint Army-Navy maneuvers, using DH-4, PW-9, P-12, P-26, P-36, and other aircraft. When the Japanese attacked Pearl Harbor on 7 Dec 1941, the group, which had recently converted to P-40's, sustained severe losses. The two planes that its pilots were able to get into the air during the attack were quickly shot down. The group, assigned to Seventh AF in Feb 1942, had to be re-equipped before it could resume training and begin patrol missions.

Moved to the South Pacific in Mar 1943. Assigned to Thirteenth AF. Began operations from Guadalcanal. Flew protective patrols over US bases in the Solomons; later, escorted bombers to the Bismarcks, supported ground forces on Bougainville, and attacked enemy airfields and installations in the northern Solomons and New Britain. Used P-38, P-39, P-61, and P-70 aircraft. Moved to New Guinea in Aug 1944. Equipped with P-38's. Escorted bombers to targets in the southern Philippines and Borneo, and attacked enemy airfields and installations in the Netherlands Indies. Received a DUC for actions at Ormoc Bay: on 10 Nov 1944 the group withstood intense flak and vigorous opposition from enemy interceptors to attack a Japanese convoy that was attempting to bring in additional troops for use against American forces that had landed on Leyte; on the following day a few of the group's planes returned to the same area, engaged a large force of enemy fighters, and destroyed a number of them. Moved to the Philippines in Jan 1945. Supported ground forces on Luzon and Borneo, attacked shipping in the central Philippines, covered landings on Palawan, attacked airfields and railways on Formosa, and escorted bombers to such widely-scattered targets as Borneo, French Indochina, and Formosa.

Remained in the Philippines as part of Far East Air Forces after the war. Flew patrols and trained with F-80's. Lost all personnel in Mar 1947 but was remanned in Sep 1947. Equipped first with F-47's, later with F-51's, and still later (1949) with F-80's. *Redesignated* 18th Fighter-Bomber Group in Jan 1950.

Moved to Korea in Jul 1950 and entered combat, using F-51's. Supported UN ground forces and attacked enemy installations and supply lines. Maj Louis J Sebille was posthumously awarded the Medal of Honor for his action on 5 Aug 1950: although his plane was badly damaged by flak while attacking a concentration of enemy trucks, Maj Sebille continued his strafing passes until he crashed into an armored vehicle. The group converted to F-86's early in 1953 and remained in Korea for some time after the war. Moved to Okinawa in Nov 1954.

Squadrons. *6th:* 1927–1943. *12th:* 1943–. *19th:* 1927–1943. *36th:* 1931–1932. *44th:* 1941–1942, 1943–. *55th:* 1931. *67th:* 1945–. *68th:* 1945–. *70th:* 1943–1945. *73d:* 1929–1931, 1941–1942. *74th:* 1929–1932. *78th:* 1940–1943. *333d:* 1942–1943. *419th:* 1943–1944. 26Atk: 1930-1940 *

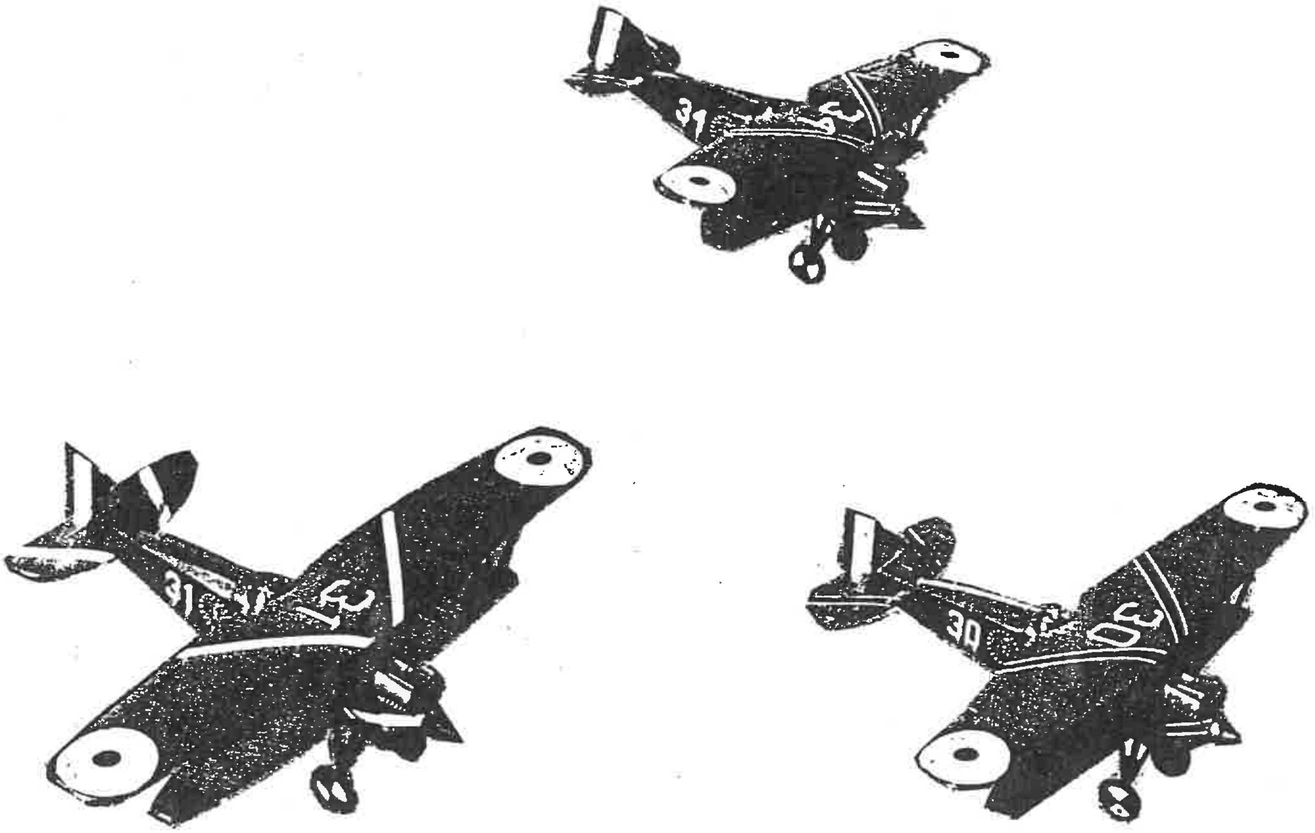
Stations. Wheeler Field, TH, Jan 1927; Espiritu Santo, 11 Mar 1943; Guadalcanal, 17 Apr 1943; Sansapor, New Guinea, 23 1945; San Jose, Mindoro, c. 1 Mar 1945; Zamboanga, Mindanao, 4 May 1945; Palawan, 10 Nov 1945; Floridablanca, Luzon, Mar 1946; Clark Field, Luzon, 16 Sep 1947; Taegu, Korea, 28 Jul 1950; Ashiya, Japan, 8 Aug 1950; Tongnae, Korea, 8 Sep 1950; Pyongyang, Korea, c. 21 Nov 1950; Suwon, Korea, 1 Dec 1950; Chinhae, Korea, 9 Dec 1950; Hoengsong, Korea, 26 Dec 1952; Osan-Ni, Korea, 11 Jan 1953; Kadena AB, Okinawa, 1 Nov 1954–.

Commanders. Unkn, 1927–1940; Maj Kenneth M Walker, 22 Mar 1940; Maj William R Morgan, 1941; Lt Col Aaron W Tyer, Dec 1941; Lt Col W H Councill, 10 Dec 1943; Col Milton B Adams, 8 Jul 1944; Col Harry L Donicht, 24 May 1945; Lt Col Bill Harris, 1 Aug 1945; Lt Col Wilbur J Grumbles, 18 Oct 1945–unkn; Col Victor R Haugen, 1946; Col Homer A Boushey, 7 Aug 1946–Mar 1947; Maj Kenneth M Taylor, 16 Sep 1947; Lt Col Joseph J Kruzel, 1 Oct 1947; Col Marion Malcolm, 3 Sep 1948; Lt Col Henry H Norman Jr, 24 Jul 1949; Col Ira L Wintermute, 16 Jun 1950; Lt Col Homer M Cox, 20 Feb 1951; Col William P McBride, May 1951; Col Ralph H Saltsman Jr, 5 Jun 1951; Col Seymour M Levenson, 30 Nov 1951; Col Sheldon S Brinson, 17 May 1952; Lt Col Albert J Freund Jr, 25 Nov 1952; Col Maurice L Martin, 24 Jan 1953; Lt Col Edward L Rathbun, 17 Dec 1953; Col John H Buckner, 1 Feb 1954; Lt Col Edward L Rathbun, 24 May 1954; Lt Col Clifford P Patton, 17 Aug 1954; Col Nathan J Adams, 7 Sep 1954; Col John B Murphy, 1 Nov 1954; Lt Col Clifford P Patton, 10 Nov 1954; Col Paul E Hoeper, 1 Jan 1955; Lt Col Joseph E Andres, 22 Jul 1955; Col Leo C Moon, 21 Nov 1955–.

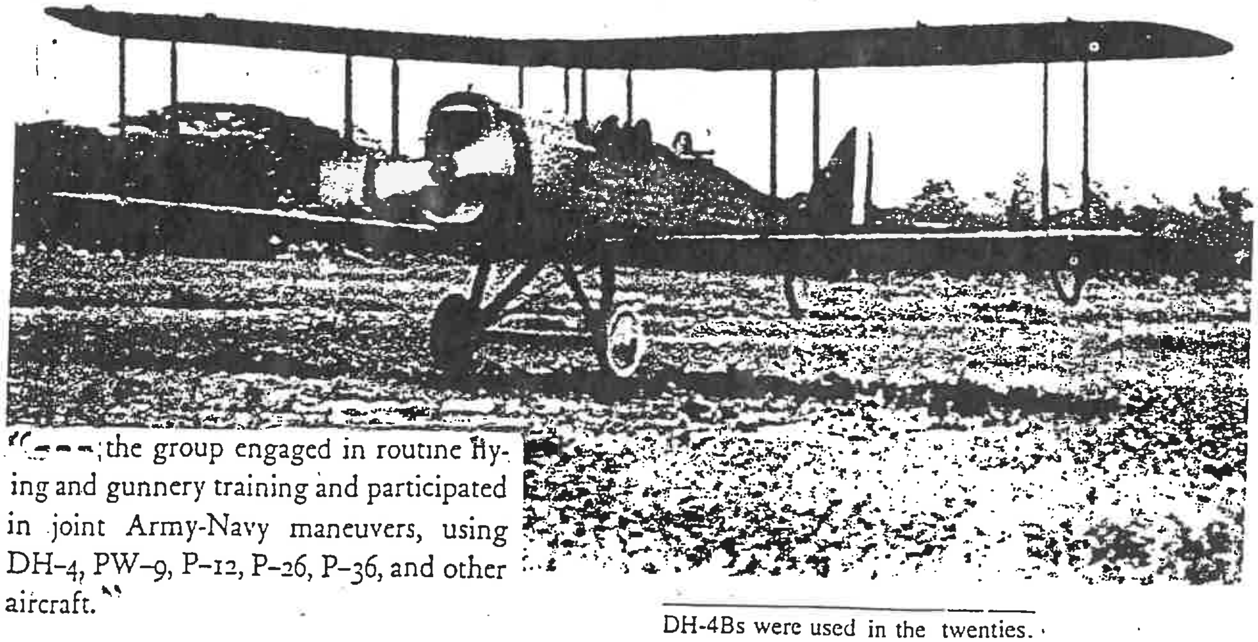
Campaigns. *World War II:* Central Pacific; China Defensive; New Guinea; Northern Solomons; Bismarck Archipelago; Western Pacific; Leyte; Luzon; Southern Philippines. *Korean War:* UN Defensive; UN Offensive; CCF Intervention; 1st UN Counteroffensive; CCF Spring Offensive; UN Summer-Fall Offensive; Second Korean Winter; Korea Summer-Fall, 1952; Third Korean Winter; Korea Summer-Fall, 1953.

Decorations. Distinguished Unit Citations: Philippine Islands, 10–11 Nov 1944; Korea, 3 Nov 1950–24 Jan 1951; Korea, 22 Apr–8 Jul 1951. Philippine Presidential Unit Citation. Republic of Korea Presidential Unit Citations: 24 Jul 1950–31 Jan 1951; 1 Feb 1951–31 Mar 1953.

* See 26th ATTACK SQ. - Pg. 24.



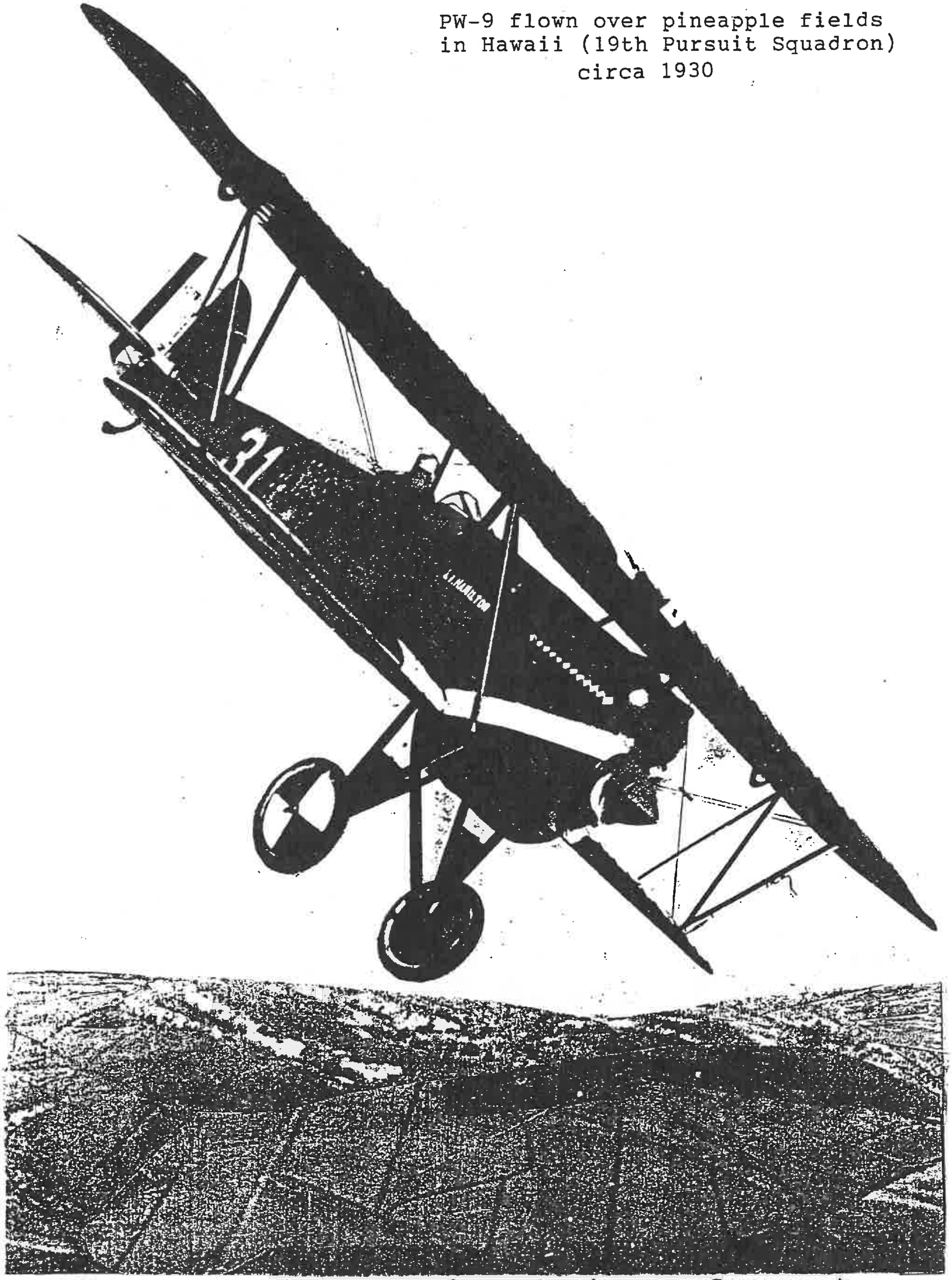
PW-9, Army aircraft.



“. . . the group engaged in routine flying and gunnery training and participated in joint Army-Navy maneuvers, using DH-4, PW-9, P-12, P-26, P-36, and other aircraft.”

DH-4Bs were used in the twenties.

PW-9 flown over pineapple fields
in Hawaii (19th Pursuit Squadron)
circa 1930



1925 --- Boeing Airplane Co. in production on a Government Contract for 112 PW-9 Pursuit Planes.
1927 --- Boeing also produces PW-9 Pursuit Ship for the Army.
1928 --- Boeing Airplane Co. builds famous P-12 and F4B series of Pursuits and Carrier Fighters for the Army and Navy,

HISTORICAL HIGHLIGHTS - WHEELER FIELD, T.H.

------------- NOVEMBER 1926 - NOVEMBER 1941

On 10 November 1926, the Hawaiian Department commander appointed a board of officers to study the needs of the Department in connection with the Air Corps Five-Year Program. Three months later, the board recommended the expansion of Wheeler Field into a 400-acre parcel of land immediately east of old Wheeler Field, in a triangle formed by Wahiawa Road, Schofield Road, and the existing Wheeler Field boundary. By 1934, construction had been completed on hangars and other technical structures, family quarters, barracks, and a number of other facilities.[3]

Wheeler Field became the center of world interest in the 1920s and 1930s as the site of several highly significant achievements in aviation history. On 29 June 1927, Army 1st Lts Lester J. Maitland and Albert F. Hegenberger completed the first nonstop Mainland-to-Hawaii flight from Oakland, California, to Wheeler Field in a Fokker C-2 trimotor airplane called the "Bird of Paradise." Two months later, on 17 August, Arthur Goebel and Martin Jensen landed their tiny planes at Wheeler Field as winners of the Dole Derby, an air race from California to Hawaii. On 1 June 1928, Australian Squadron Leader Charles E. Kingsford-Smith landed his Fokker monoplane "Southern Cross" at Wheeler on the first leg of his pioneer trans-Pacific flight from Oakland, California, to Brisbane, Australia, by way of Hawaii and Fiji. Amelia Earhart departed from Wheeler Field in her Lockheed Vega on 11 January 1935 and successfully completed the first solo flight from Hawaii to the mainland in 18 hours and 16 minutes, landing at Oakland, California.[4]

On 5 August 1939, the War Department issued General Orders No. 4 reassigning 1,427.81 acres of Schofield Barracks land to Wheeler Field. Less than four weeks later, on 31 August 1939, it became a separate permanent military post. By this time, the air base had mushroomed into a large and productive facility. Many steel and wooden hangars as well as machine and repair shops had been constructed, and combat units stationed there conducted intensive training throughout the year. For aerial gunnery training, they went to Bellows Field, which had been attached to Wheeler for administrative support since 15 September 1930. Until Bellows became a separate military post on 22 July 1941, Wheeler provided all the manpower, equipment, and supplies required to operate that installation.[5]

On 1 November 1940, the 14th Pursuit Wing activated at Wheeler Field. Assigned units included the 18th Pursuit Group (Interceptor) with its 6th, 19th, 44th, 73d, and 78th Pursuit Squadrons; and the 15th Pursuit Group (Fighter) with the 45th, 46th, and 47th Pursuit Squadrons assigned initially, then augmented later by the assignment of the 72d Pursuit Squadron on 5 October 1941. Other organizations at Wheeler included the 18th Air Base Group (with its 17th Air Base Squadron and the 24th and 25th Materiel Squadrons) as well as various quartermaster, signal, ordnance, and service units.[6]

In February 1941, the Hawaiian Air Force received its greatest single increase in assigned aircraft since its activation. Thirty-one P-36s, with pilots and crew chiefs, sailed aboard the carrier *Enterprise* from San Diego to the Hawaiian Islands, arriving shortly after daylight on 21 February. While the ship was still some 10 to 15 miles off the coast of Oahu, the planes took off in groups of three from the carrier's broad deck and flew directly to their Wheeler Field destination. This launching of Army fighters from the deck of an aircraft carrier was a historic "first" in military aviation. Led by flight commander Maj George P. Tourtellot, the P-36s were a spectacular sight as they whisked in, three by three, effecting precise and perfect landings. They taxied in front of the hangars and drew up to form a line. Col Harvey S. Burwell, Wheeler's commanding officer, strode to the side of the flight leader's plane to offer his aloha and to extend his post's hospitality. Major Tourtellot returned to the mainland aboard the *Enterprise* the next day, but the 30 pilots who flew in the other planes were absorbed within units of Wheeler's expanding pursuit wing. Among the arriving pilots were 1st Lts Kermit A. Tyler and Lewis M. Sanders, 2d Lts George S. Welch, Othneil Norris, John M. Thacker, and George A. Whiteman—who were all destined to have key roles in the drama that unfolded during the Japanese attack on 7 December 1941.[7]

Within the next two months, more modern pursuit planes began arriving. In March 1941, Wheeler pilots welcomed sleek new Curtiss P-40Bs that had come right off the assembly line. They had a top speed of 352 miles per hour, compared to 314 for the P-36 and 234 for the P-26, and also mounted six machine guns while the older pursuits had only two. Those units still operating P-26s were the first to get the new fighters. By mid-April, there were 55 P-40s in the inventory, and more arrived during the ensuing months until the Hawaiian Air Force had a total of 99 P-40 aircraft assigned.[8]

Intensive training became a way of life for the pilots. Lieutenant Sanders, who had been appointed commander of the 46th Squadron, cautioned his men to "Learn something every time you fly. There's a war coming on. I don't know just when, but knowing what you're doing is your life insurance." Air raid alerts became a regular part of the flying routine, and between March and October 1941 assigned personnel participated in seven exercises, two of which were alerts directed by Washington. The intense training took its toll in flying mishaps that resulted in a number of deaths and serious injuries, but it was the younger, inexperienced pilots who usually made up the accident statistics.[9]

It took good pilots to fly the modern military warplanes, but it also took other men, just as good in their own line of work, to keep those planes flying. The mechanics, sheet metal workers, and other unheralded ground support personnel were conscientious and serious about their responsibility to insure safe and efficient flying at all times. Edward J. White, a young recruit from Concord, New Hampshire, learned this firsthand. When he arrived in Hawaii after sailing from New York aboard the *Chateau Thierry*, he and other Army Air Forces personnel assembled at the pier for roll call. Those with last names from "A" to "part of the S" went to Hickam Field, while he and others in the remaining group were put on the "Oahu Express" train and transported to Wheeler. After completing basic training, they were interviewed for the duty they desired.

11 November 1994

Dear Friends:

I compiled the enclosed data to help follow the events in two of Kenn C. Rust's books; SEVENTH AIR FORCE STORY and THIRTEENTH AIR FORCE STORY. Having been a member of the 26th ATTACK (later the 26th BOMBARDMENT) SQUADRON, attached to the 18th PURSUIT (later FIGHTER, FIGHTER-BOMBER, and TACTICAL FIGHTER) GROUP (later was WING), I feel a certain fellowship with those who have served - UNGUIBUS ET ROSTRO.

Recently joining the P-38 NATIONAL ASSOCIATION as a former LOCKHEED employee, I noted that "COFFEE" COFFMAN had been with the 18 FG. When he informed me that his 18th FG was indeed my former 18th PG, my interest in the past was aroused, hence this effort.

I flew my SOLO at sixteen in an AMERICAN EAGLE biplane from an Ohio cow pasture and joined the U.S.ARMY AIR CORPS at twenty. Arriving at the 18th PS (WHEELER FD,T.H.), was assigned to the 26th ATTACK SQUADRON. Several of the NCO's were Reserve Officers and many of the lesser ranks had AP ratings. In this setting it was possible as a gunner to accumulate "bootleg hours", which of course, could not be logged. Except for training incidents, "friendly fire" while pulling tow targets and "off-field" landings in rapidly deteriorating CURTISS A-3's,(which were eventucondemmed and dumped into the Pacific), I was never in harms way.

I left the Army with the idea of working towards a TRANSPORT LICENSE in the San Francisco area, I met my wife, fell in love and married in 1938. I had gone to an engineering school while playing around at the San Francisco and Oakland Airports, but after marriage, I "matured" and went to work at LOCKHEED in 1939 - in the EXPERIMENTAL DEPT. Probably the most important project I worked on was the development of leading edge fuel tanks for the P-38J. When the KOREAN ACTION occured I was at NORTH AMERICAN as a Liaison Engineer. Our work on the F-86 was interupted by the need to reactivate the P-51 MUSTANG - 1,500 planes were taken out of storage in the desert. They were in good shape but their windshields and canopies had to be replaced. I had to set up and coordinate the old assembly tooling. While at NAA we also built the F-100 which made its presence felt in Vietnam. We found a need to redesign a drag chute housing; due to charring of the chute when the afterburners cut in.

Since retiring from ROHR AIRCRAFT in 1976 at Chula Vista,CA, I have logged many "passenger hours" travelling on airliners with Vivian, my wife of 56 years. Our daughter, Marjorie Overstreet, born in 1939, has a husband and three grown sons; our son, Jack Boisen, born in 1943, has a wife and two married sons. On October 14th, we all rendezvoused at Laughlin, Nevada for my EIGHTIETH BIRTHDAY!

So, as we used to say, "KEEP 'EM FLYING!"

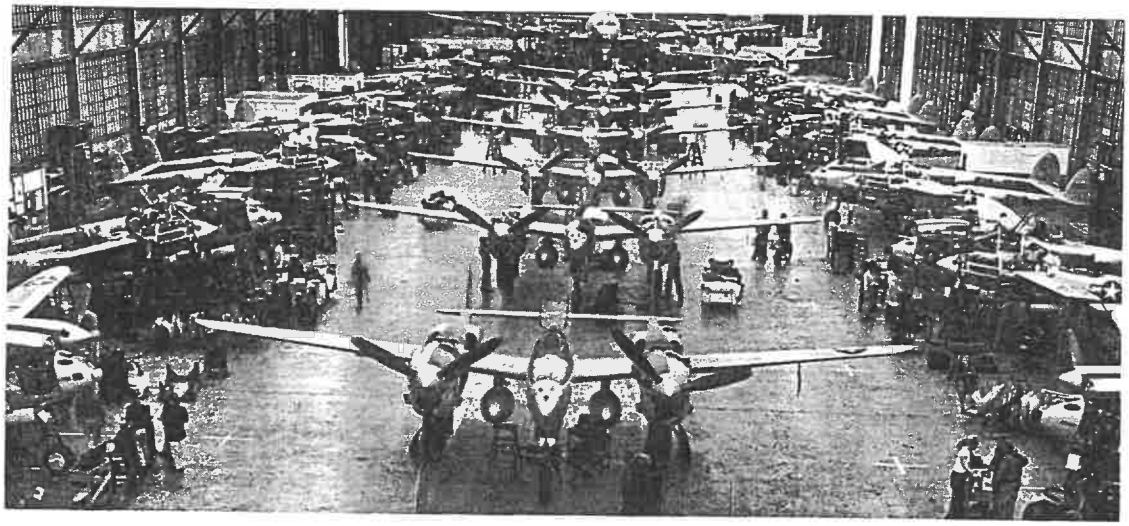
Mart Boisen

MARTIN H.BOISEN, 861 BEECH AVENUE, CHULA VISTA, CA 91911

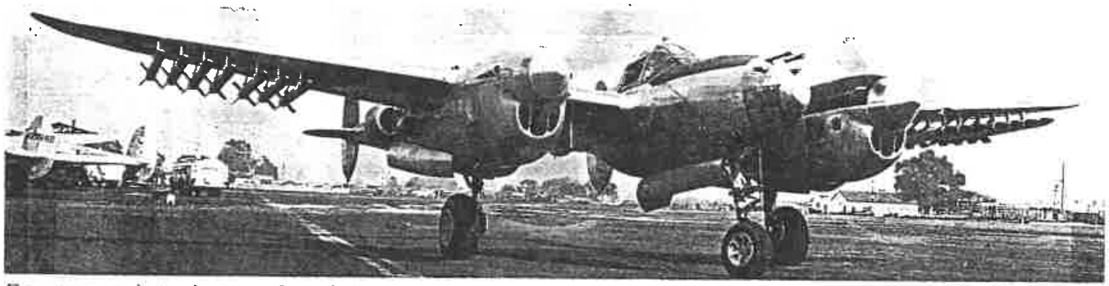
MEMBER

P-38 National Association

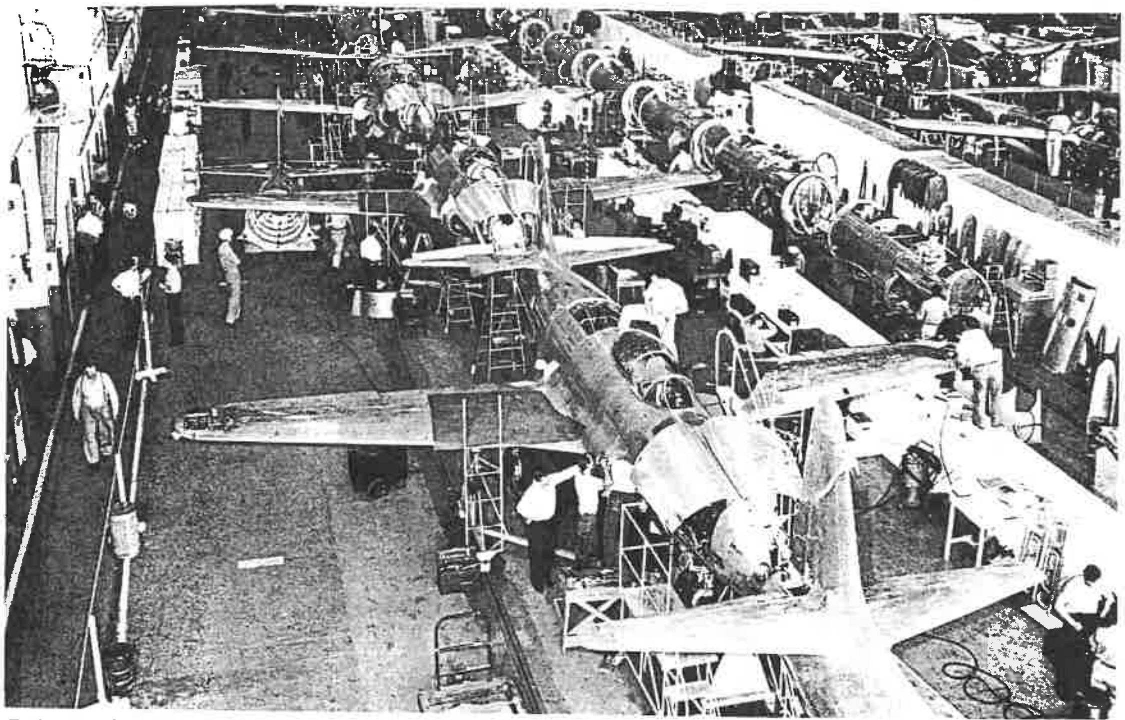
8.



Altogether more than 10,000 of the famous Lockheed "Lightning" series were built in some 18 different model designations. Here is scene at Burbank factory P-38s moving down production line. At extreme top of photo can be seen the first four-engined "Constellation" nearing final assembly. Lockheed was lucky it could be so deep in fighters and still have "Connie" moving ahead. It would be highly important to post-war future.



Fourteen rockets slung under wing provided firepower equal to Naval cruiser's six-inch broadside. Armament also included four .50 caliber machine guns and one .20mm rapid-fire cannon in nose.



Before end of World War II Lockheed had the F80 "Shooting Stars" moving down the assembly line along with its famous P-38 "Lightnings." This was the scene author saw at Burbank in spring of 1945.

IOHN WAIHEE
GOVERNOR

BARTHOLOMEW A. KANE
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DEPARTMENT OF EDUCATION
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HONOLULU, HAWAII 96813

21 November 1994

Mr. Martin H. Boisen
861 Beech Ave.
Chula Vista, CA 91911-1106

Dear Mr. Boisen:

I have searched through various books, but could not definitively locate Kipapa and Kahuku Airfields. However, one source says Kipapa Airfield is located somewhere between Schofield Barracks and Pearl Harbor. I also could not locate any citation to Stanley Airfield in any of our sources.

Please note that I have added the following to your list:

1) Haleiwa Field, which the Japanese forces failed to attack since it did not appear on their maps. Some P-40's managed to take off and shoot down a number of attacking aircraft from this field. Two pilots who were able to take off were 2nd Lt's George S. Welch and Kenneth M. Taylor.
2) Mokuleia Airfield, later rechristened Dillingham Air Force Base, was in use seven days after the attack. By April 1942, "it's small grass and sand landing strip had become an 8,000 foot runway which later grew to 9,500 feet..."

I also could not definitively determine when bombers were moved from Luke Field on Ford Island to Hickam Field. One source says 1st Lt. Robert Warren, 12 enlisted men and four unspecified planes were transferred on 1 September 1937. This group eventually formed the 17th Air Base Group. By 31 October 1939 (another source says 1940), the move was completed.

On 3 April 1935, 2,200 acres were acquired at a cost of $1,095,543.78 for the construction of Hickam Field. In searching through the *Index to the Honolulu Advertiser and Honolulu Star-Bulletin, 1929-1967*, I located a citation regarding the 2nd anniversary of Hickam, dated 10/41. Apparently, Hickam was operational around October 1940.

For sources of information, please consider the following books. You local bookstore should be able to acquire both of these. Please note that Arakaki's book is also available from the Government Printing Office.

Arakaki, Leatrice R. 7 December 1941: the Air Force Story. Honolulu, HI: Pacific Air Forces, Office of History, Hickam Air Force Base, 1991. 214 p.
Kimmett, Larry. The Attack on Pearl Harbor: an Illustrated History. Seattle, WA: Navigator Publishing, 1992. 126 p.

You may also want to contact:
Hickam Base Library
15 ABW/SSL
Hickam Air Force Base
Honolulu, HI 96853-5000

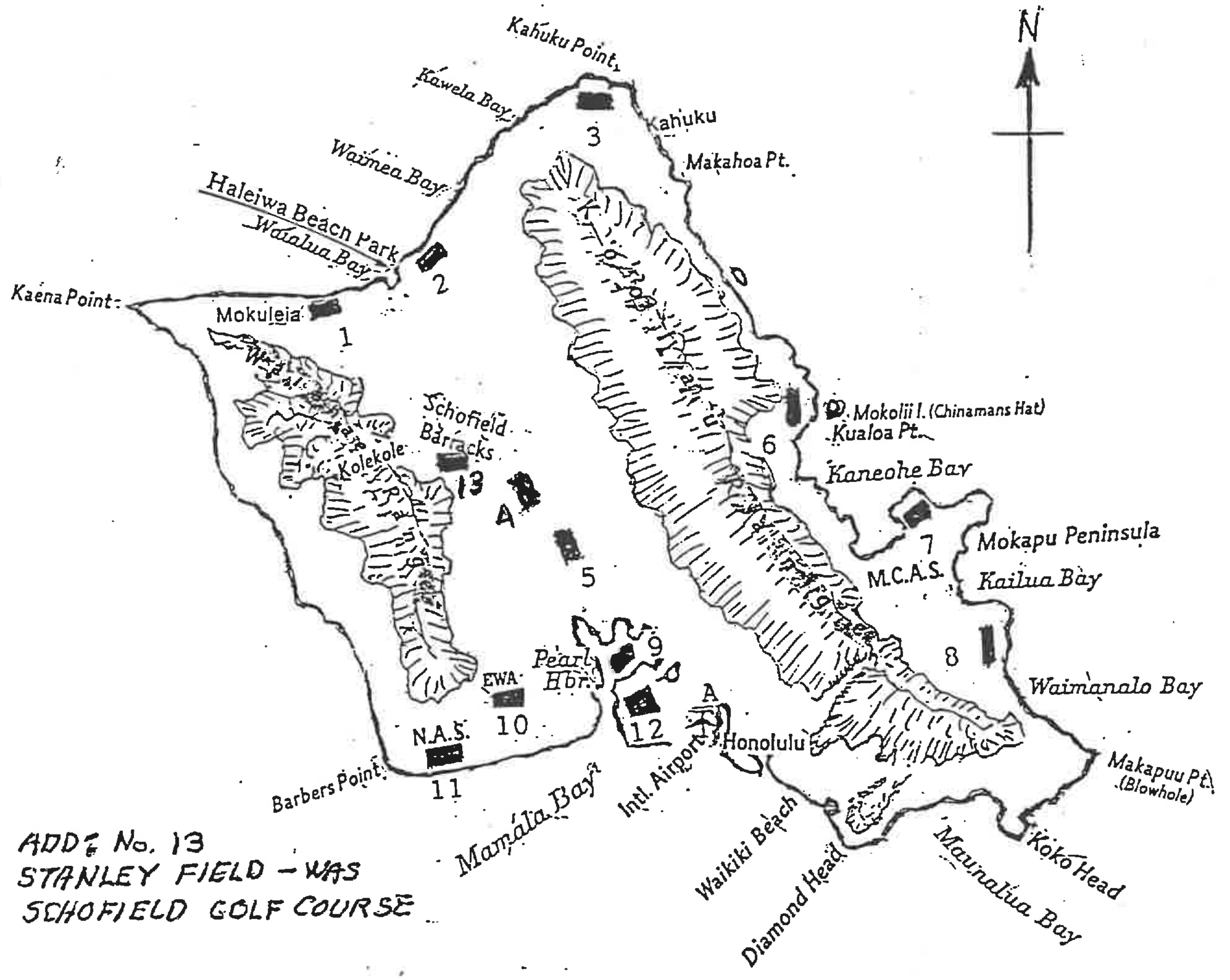
Sincerely,

Neal Hatayama
Correspondence Librarian
Hawaii & Pacific Section, HSL

AN AFFIRMATIVE ACTION AND EQUAL OPPORTUNITY EMPLOYER

OAHU

MILITARY AIR FIELDS ON OAHU, T.H. 1935 - 1945 (various periods)


N
Kahuku Point
Kawela Bay
Kahuku
3
Makahoa Pt.
Waimea Bay
Haleiwa Beach Park
Waialua Bay
2
Kaena Point
Mokuleia
1
Schofield Barracks
Kolekole
13
4
5
Mokolii I. (Chinamans Hat)
Kualoa Pt.
6
Kaneohe Bay
7
M.C.A.S.
Mokapu Peninsula
Kailua Bay
8
Waimanalo Bay
Pearl Hbr.
9
EWA
10
N.A.S.
11
Barbers Point
12
A
Intl. Airport
Honolulu
Mamala Bay
Waikiki Beach
Diamond Head
Maunalua Bay
Koko Head
Makapuu Pt. (Blowhole)

ADD'L No. 13
STANLEY FIELD - WAS
SCHOFIELD GOLF COURSE

Scale: approx. eight miles per inch,

1. Mokuleia Fd.
2. Haleiwa Fd.
3. Kahuku Fd.
4. Wheeler AFB
5. Kipapa Fd.
6. Kualoa Fd.
7. Kaneohe Bay MCAS
8. Bellows Fd.
9. Luke Fd.(Ford Is.)
10. Ewa MCAS - Aux.
11. Barbers Pt, NAS
12. Hickam AFB

ref: Hawaii State Library, 478 S.King St..Honolulu, HI 96813

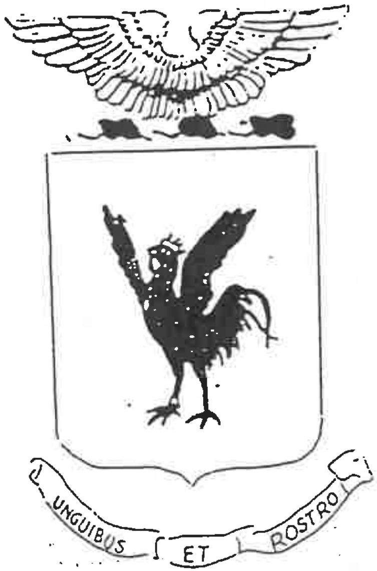
1) Mokuleia Airfield, later rechristened Dillingham Air Force Base, was in use seven days after the attack. By April 1942,"it's small grass and sand landing strip had become an 8,000 foot runway which later grew to 9,200 feet ---"

2) Haleiwa Field, which the Japanese forces failed to attack - it did not appear on their maps. Some P-40's managed to take off from the field and shoot down a number of attacking aircraft. Two pilots who were able to take off were 2nd Lt's George S.Welch and Kenneth M.Taylor.

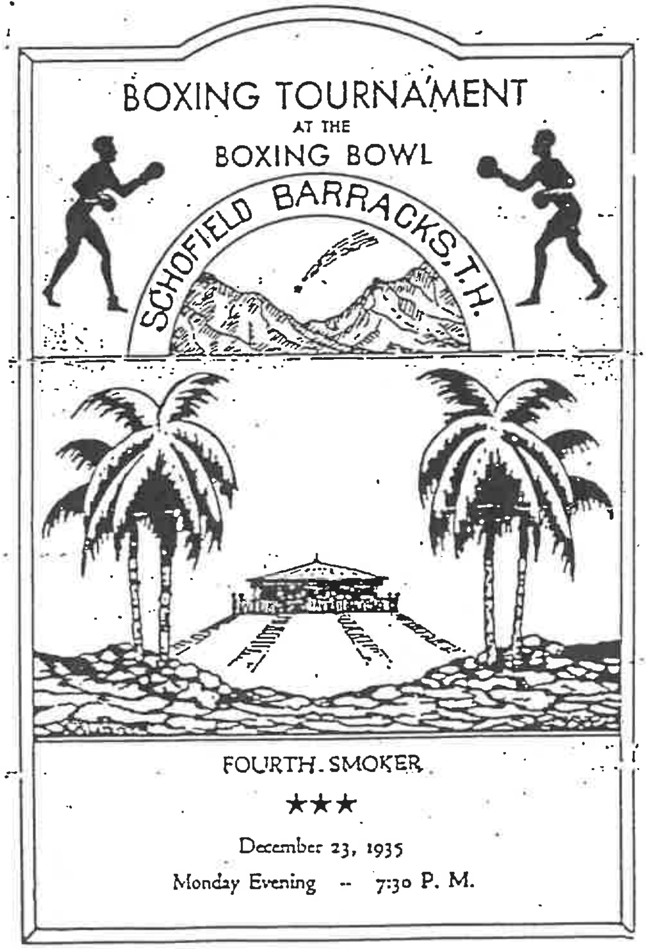
Neal Hatayama, Correspondence Librarian, Hawaii & Pacific Sect, HSL

Writer wearing Group Insignia.

(6660361)



Before World War II the group engaged in routine flying and gunnery training and participated in joint Army-Navy maneuvers. *



BOXING TOURNAMENT
AT THE
BOXING BOWL
SCHOFIELD BARRACKS, T.H.

FOURTH SMOKER

★★★

December 23, 1935
Monday Evening -- 7:30 P. M.

OFFICIALS AND SCORE

DIVISION RECREATION OFFICER		Major Richard M. Winfield
DIVISION ATHLETIC OFFICER		Major Lloyd S. Partridge
RING SURGEON		Major J. I. Meagher
REFEREES	Capt. Wm. H. Maglin	Mr. George Blake
JUDGES	Mr. H. T. Zerbe - Mr. Fullard-Leo	Major K. K. Jones, (Ret.)
TIMERS	Mr. Geo. Kinney	Mr. James Mackenzie
ANNOUNCER		Capt. L. C. Clarke
RING ASSISTANT		Sgt. "Pepper" Martin
MUSIC	36th Inf. Band	Warrant Officer Freier, Conducting

Start of Smoker		Points Won	Forfeited	End of Smoker
19th Inf.	237½			
3d Eng.	177½			
21st Inf.	142½			
8th F. A.	125			
27th Inf.	135			
Staff	122½			
13th F. A.	75			
35th Inf.	60			
11th F. A.	62½			
18th P. G.	35			

DECEMBER CONSTRUCTIVE BOUTS (included in points score above)

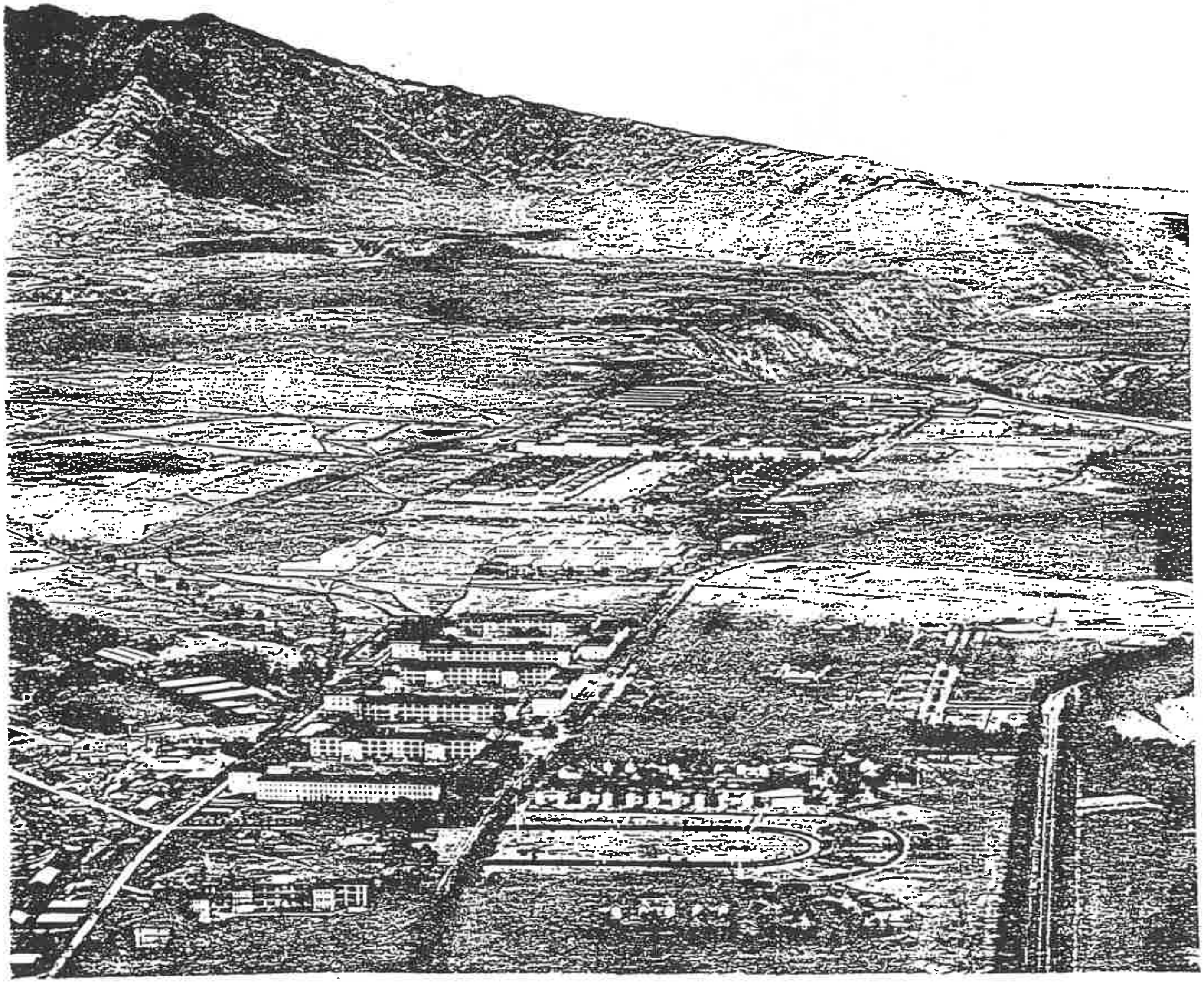
Ayon, 19th Bantam cl. III, 25 pts.
Heitzman, 19th Lt. Heavy cl. III, 25 pts.
Walkle, 19th Heavy cl. III, 25 pts.
Newby, 19th Feather cl. I, 40 pts.
Frank, 21st Heavy cl. I, 40 pts.
Ferguson, 27th Heavy cl. V, 15 pts.

Class I and II Bouts	4 Rounds of Three Minutes Each
Class III and IV Bouts	3 Rounds of Three Minutes Each
Class V Bouts	3 Rounds of Two Minutes Each

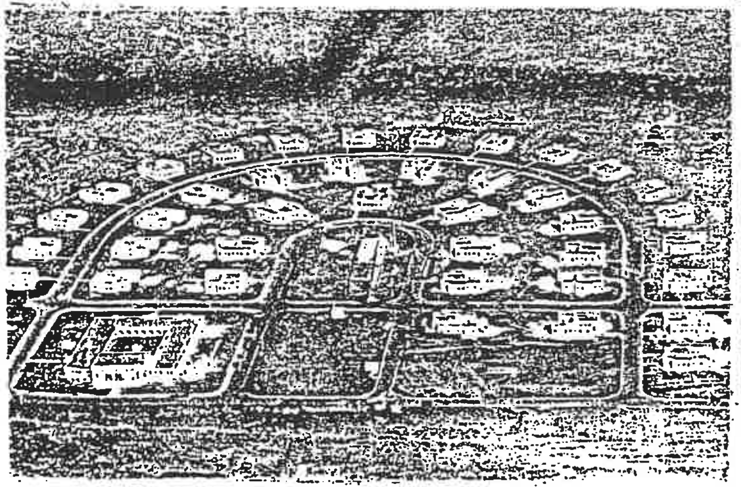
NEXT SMOKER -- JANUARY 11TH

* This old boxing card lists the HAWAIIAN DIVISION GROUND UNITS at Schofield Barracks - with whom we "maneuvered". When operating in moist terrain, they were sometimes bombed with 25 pound sacks of flour. The A-3 racks carried 5 sacks under each wing - hence the term for Infantry,"DOUGHBOYS"!

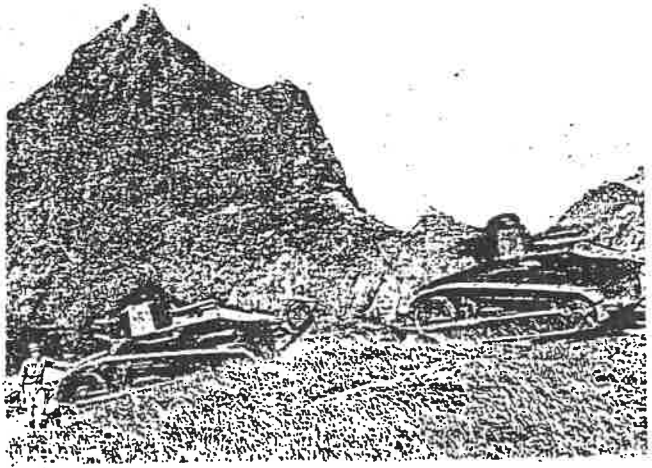
12.



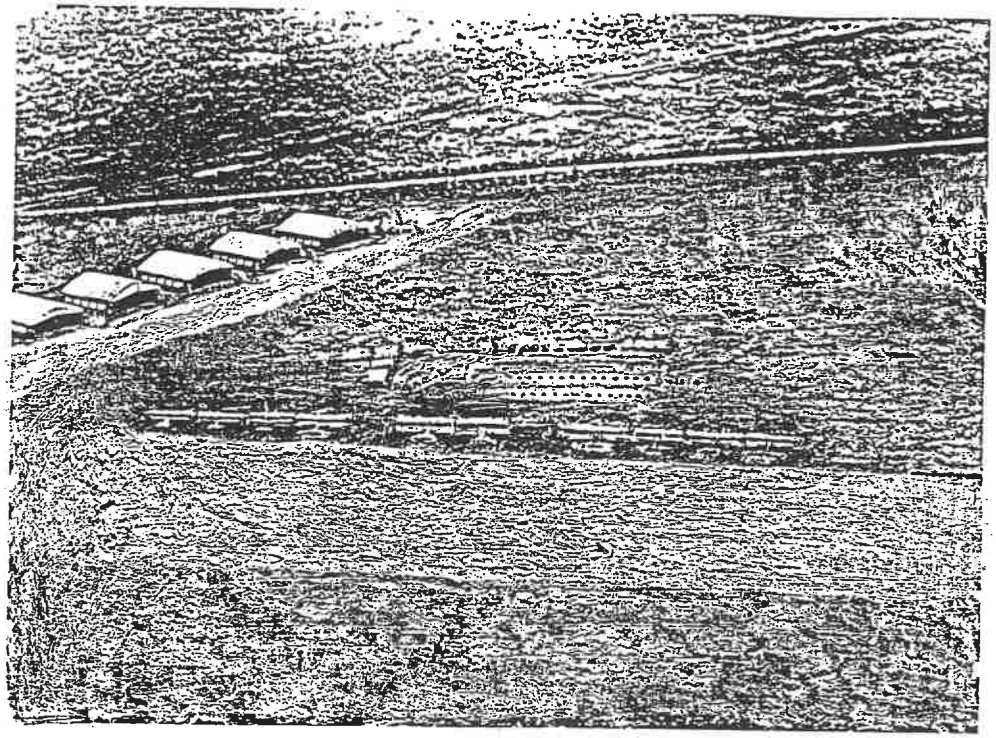
Schofield Barracks, T.H. as seen from the air by 11th Photo Section. The largest Army Post in the U.S.A., has 10,000 Officers and Men; plus 2,500 Civilians are regularly stationed here. (1933)



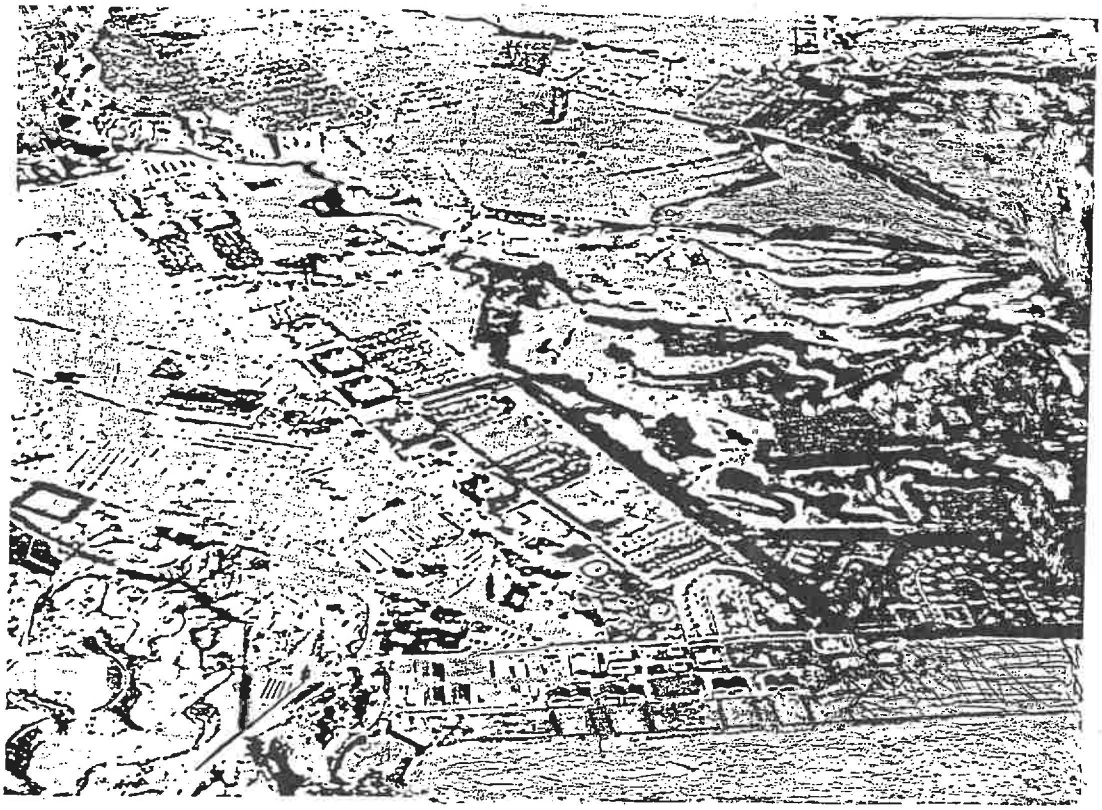
AERIAL VIEW OF WHEELER FIELD, OFFICERS' QUARTERS. ERECTED IN 1932.



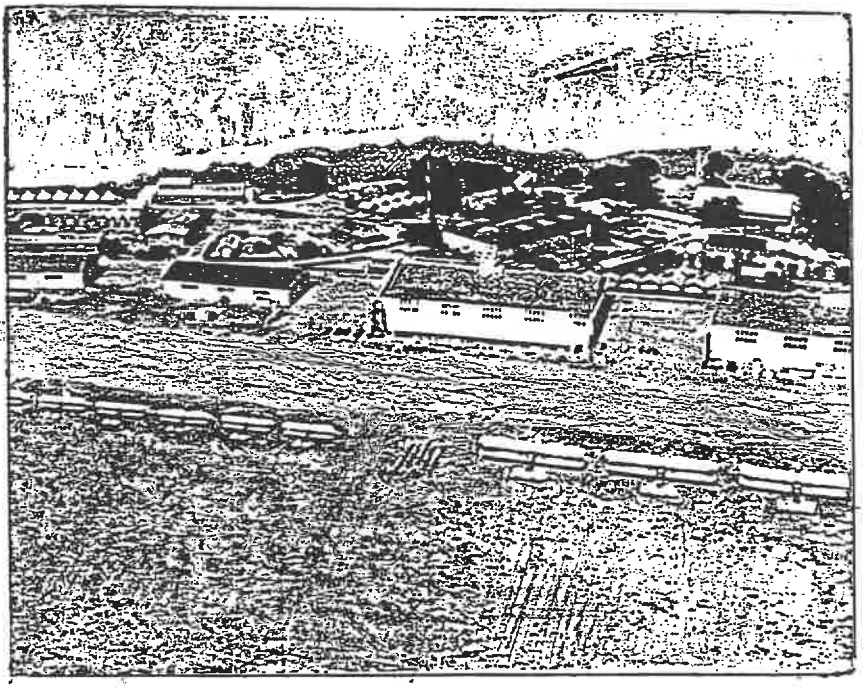
ARMY TANKS CLIMB THE RUGGED HILLS NEAR KOLE KOLE PASS.



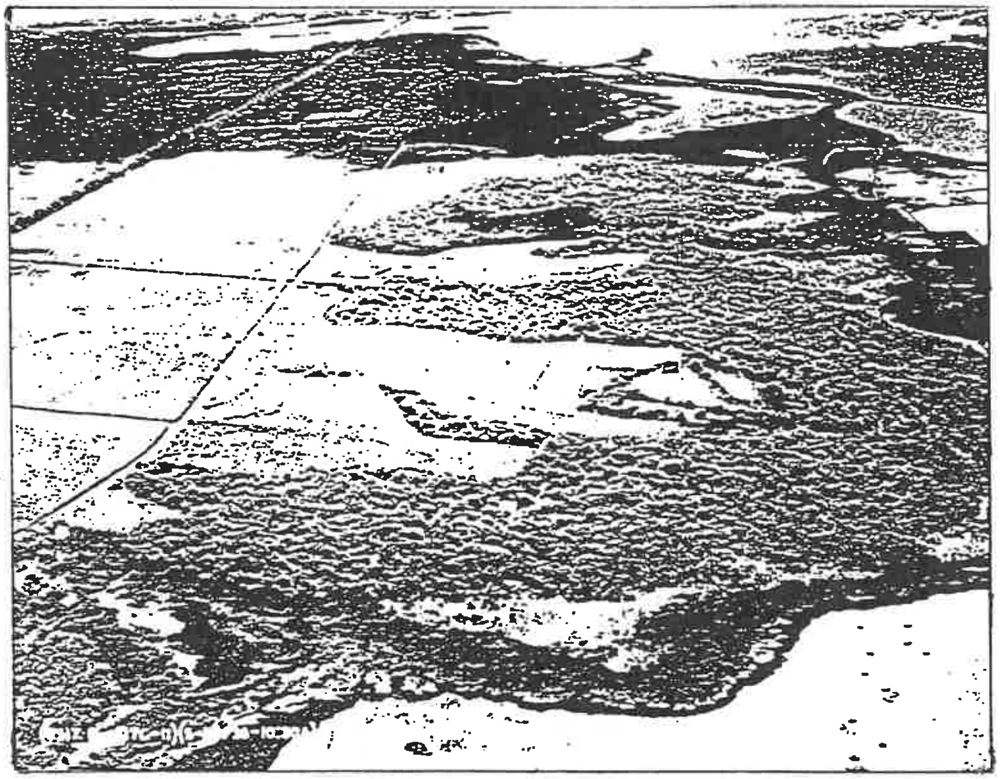
Above, Wheeler Field, before completion of permanent hangars, when it was still part of Schofield Barracks (circa 1922-1923). And, below, Wheeler, with hangars in place, as well as barracks, family housing, and other buildings (23 January 1936).



14.

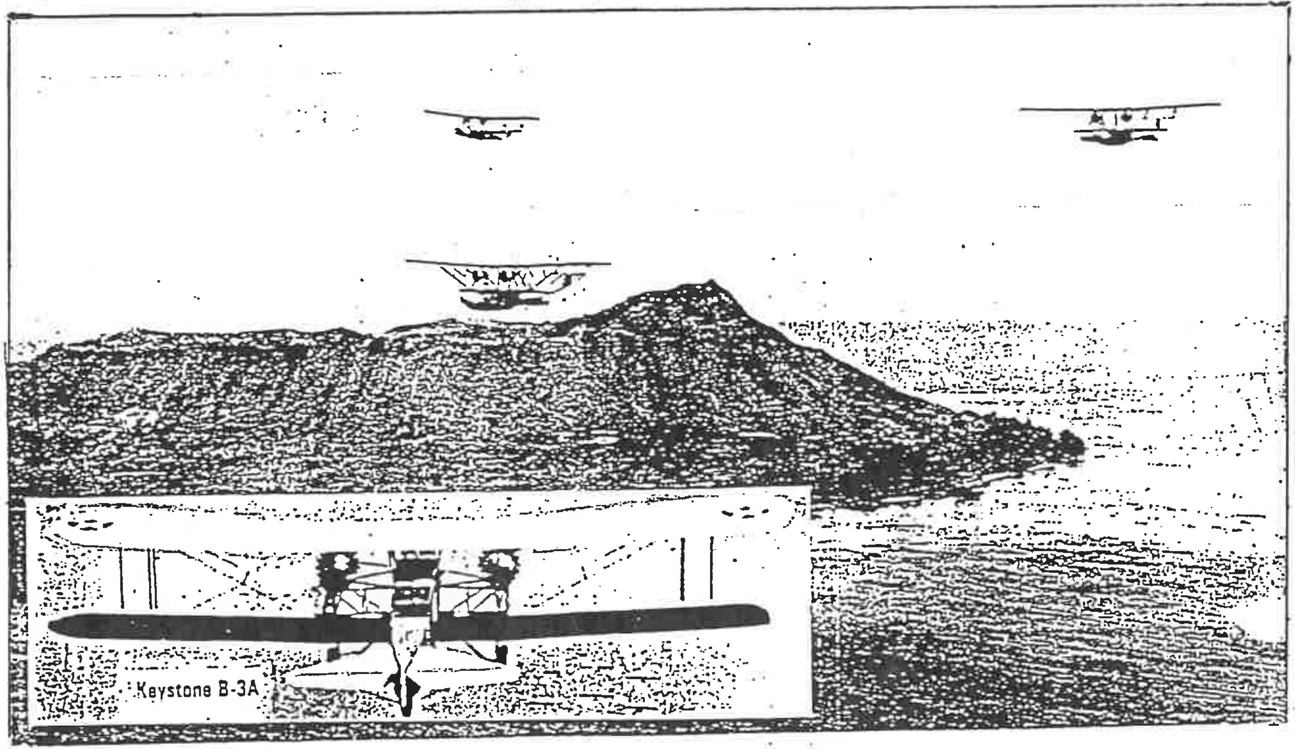


Luke Field on Ford Island, 30 October 1930, with Keystone LB-5 bombers on the right and Thomas Morse O-19 observation planes to the left.

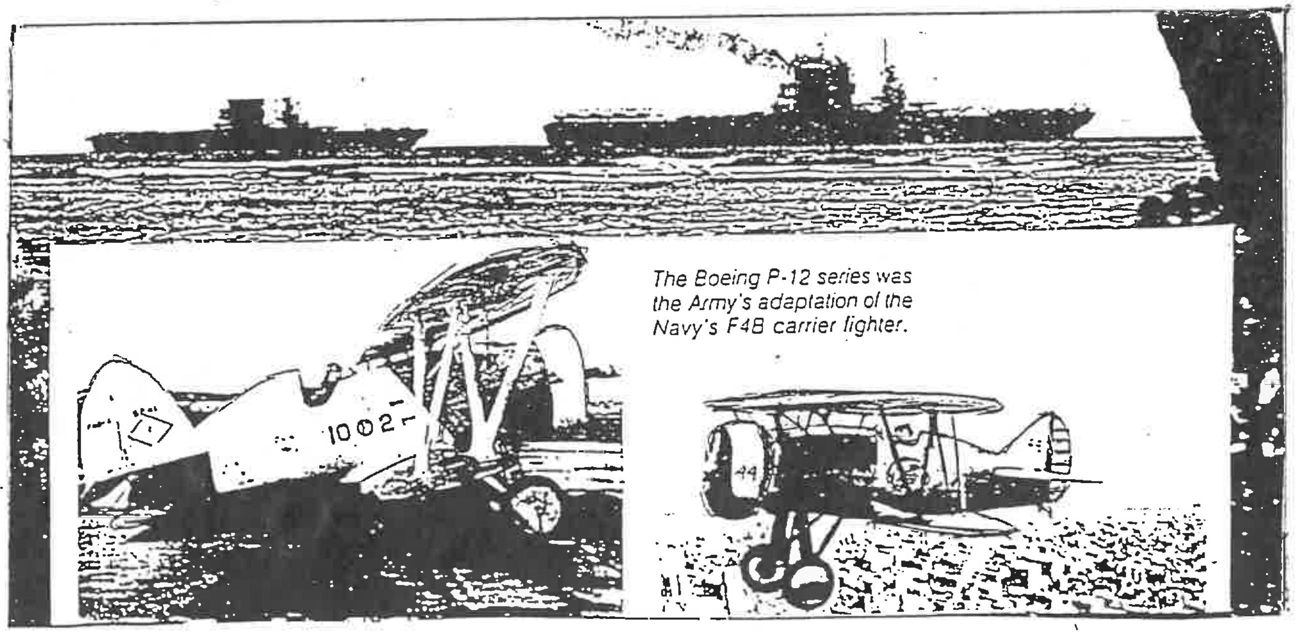


Aerial view of what was originally known as Tracts A and B, acquired on 3 April 1935 at a cost of $1,095,543.78 for the construction of Hickam Field.

Second section of a six plane formation arriving from San Francisco (Jan 11,1934).,These Naval Flying Boats, led by Lt Cdr K. McGinnis, complete largest nonstop overwater mass flight ever made.
Inset: Army Keystone Bomber --- range under 300 miles! (Luke Fd)

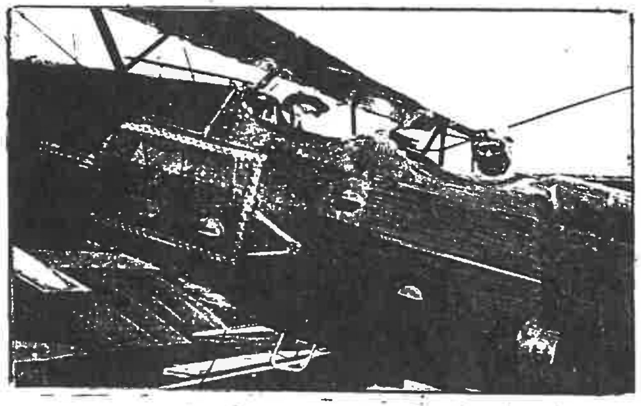


The Lexington and the Saratoga moored outside the reef off Waikiki, --- the line of breakers mark the reef.
From an A-3 at 800 ft, their decks looked the size of postage stamps!
Inset: Navy F4B carrier fighter similar to Army P-12 pursuit planes.


The Boeing P-12 series was the Army's adaptation of the Navy's F4B carrier fighter.

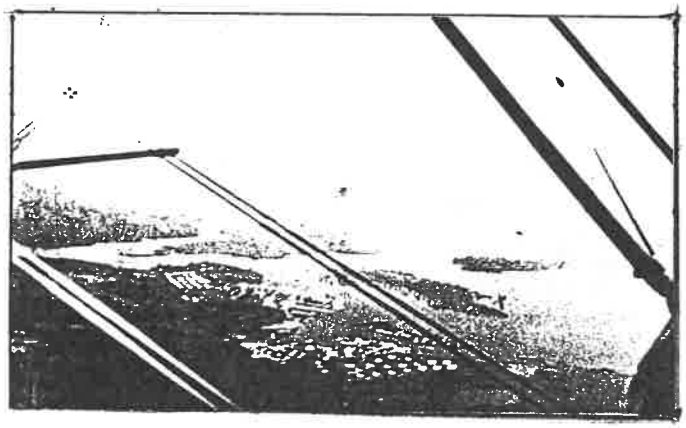
"MANEUVERS" (Night)

P-12's flew high over PEARL HARBOR --- drew searchlights and sound detectors, were "wiped out". A-3's glided in "dead stick" with shutters closed and the wind whistling through the wires --- dusted PEARL HARBOR (flour) with no opposition. (M,H,Boisen)



A-3 with TOW TARGET reel - note no gunner's ring mount (M,H,Boisen)

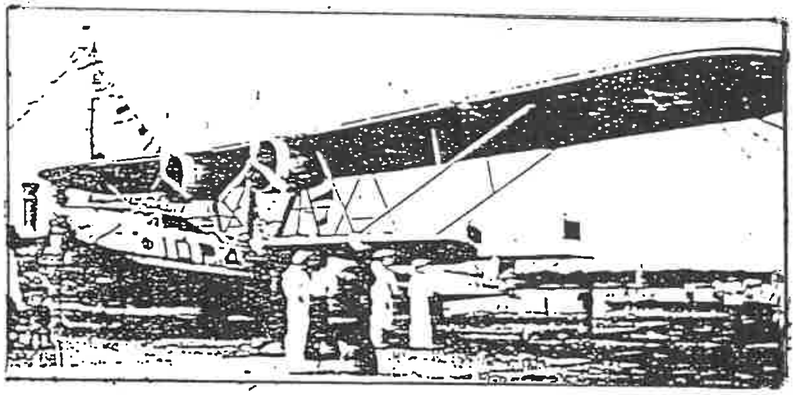
(shootee)



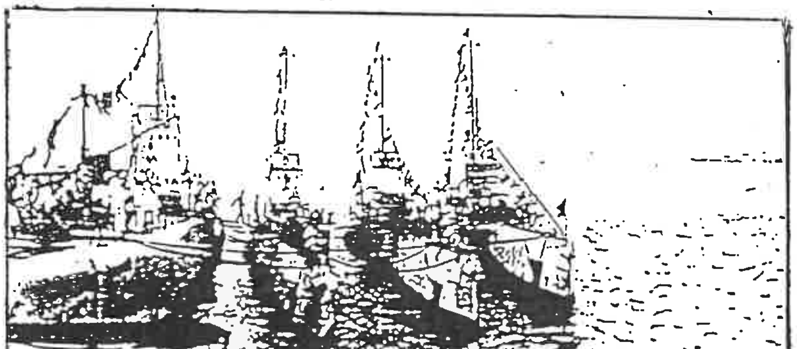
FORD ISLAND in PEARL HARBOR. x (from A-3) (M,H,Boisen)

AA 64TH
2ND BN
GUN PARK

3 inch ANTI-AIRCRAFT GUNS --- based at FT, SHAFTER (M,H,Boisen)



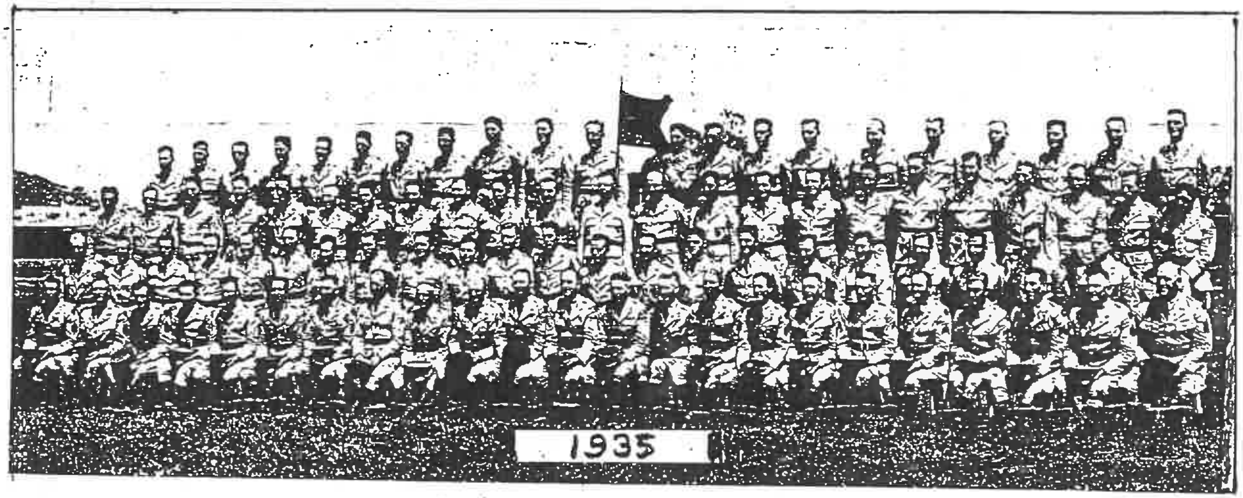
NAVY PATROL PLANES and SUBMARINES --- at PEARL HARBOR



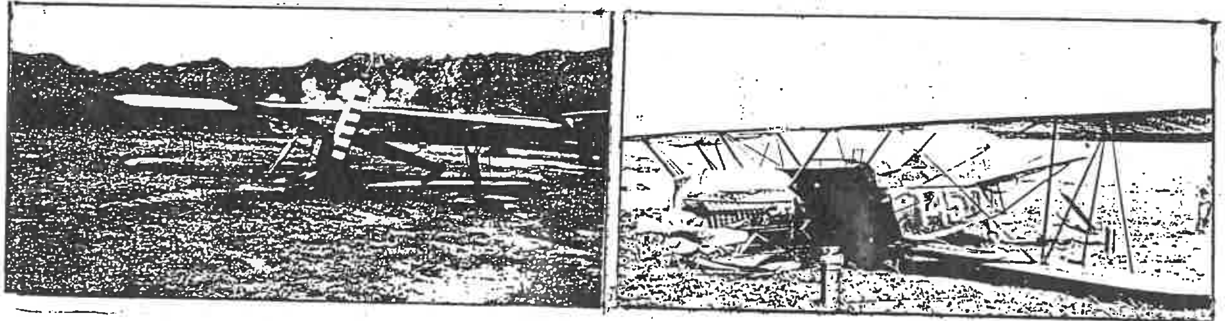
(shooter)

75th SERVICE SQUADRON, WHEELER FIELD, T.H.

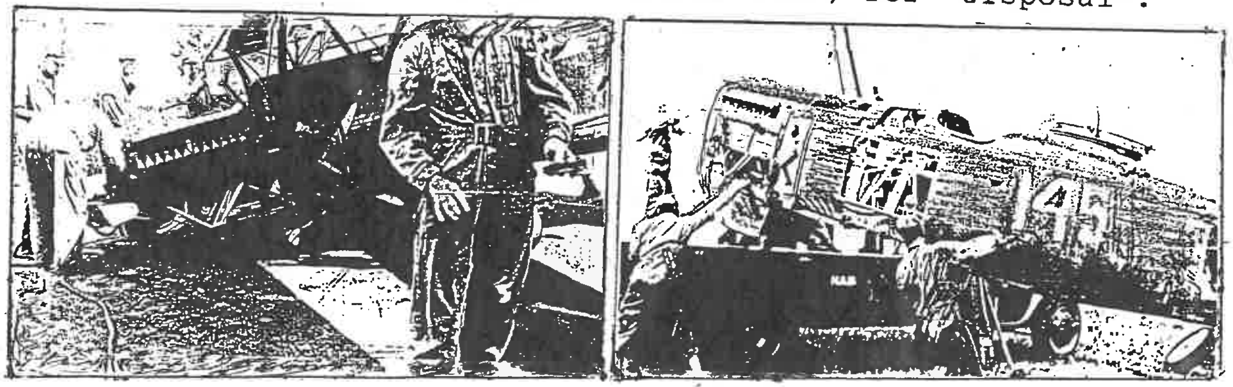
PROVIDES AIRCRAFT MAINTENANCE, ENGINE OVERHAUL AND OPERATES SHOPS: Welding, machining, electrical, plumbing, hydraulics, painting, and making of aircraft parts, fabric or sheet metal. Hangar on Flight Line for servicing 18th Pursuit Group planes and to house an O-38 Observation Plane for the 11th Photo Section, as well as an OA-9 Amphibian for Air/Sea Rescue. (but they couldn't save 145 below).



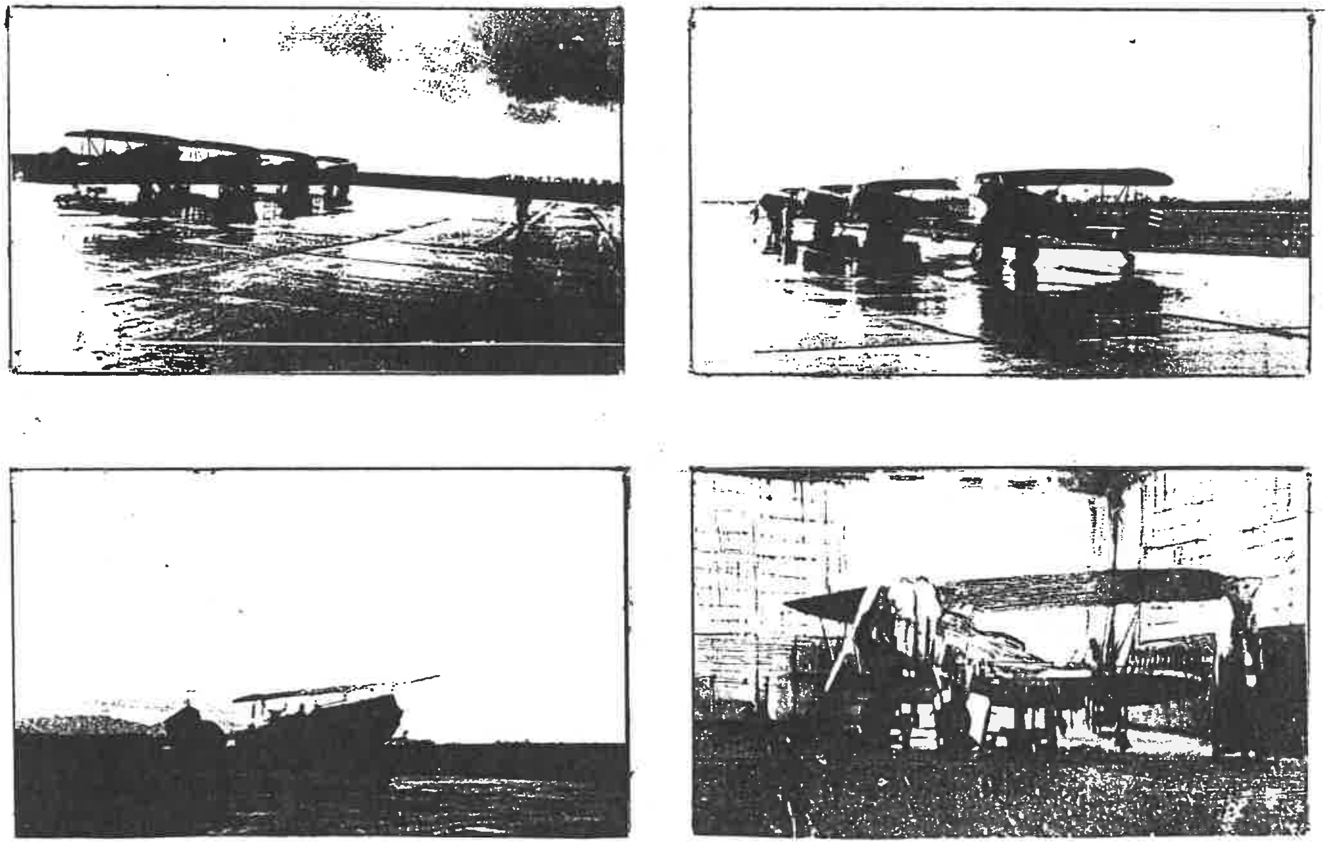
TRAINING BIVOUAC near Waimanalo Beach, T.H. --- simulated jungle conditions and very rough landing strip. Engine changes w/o equip. (M,H,Boisen)



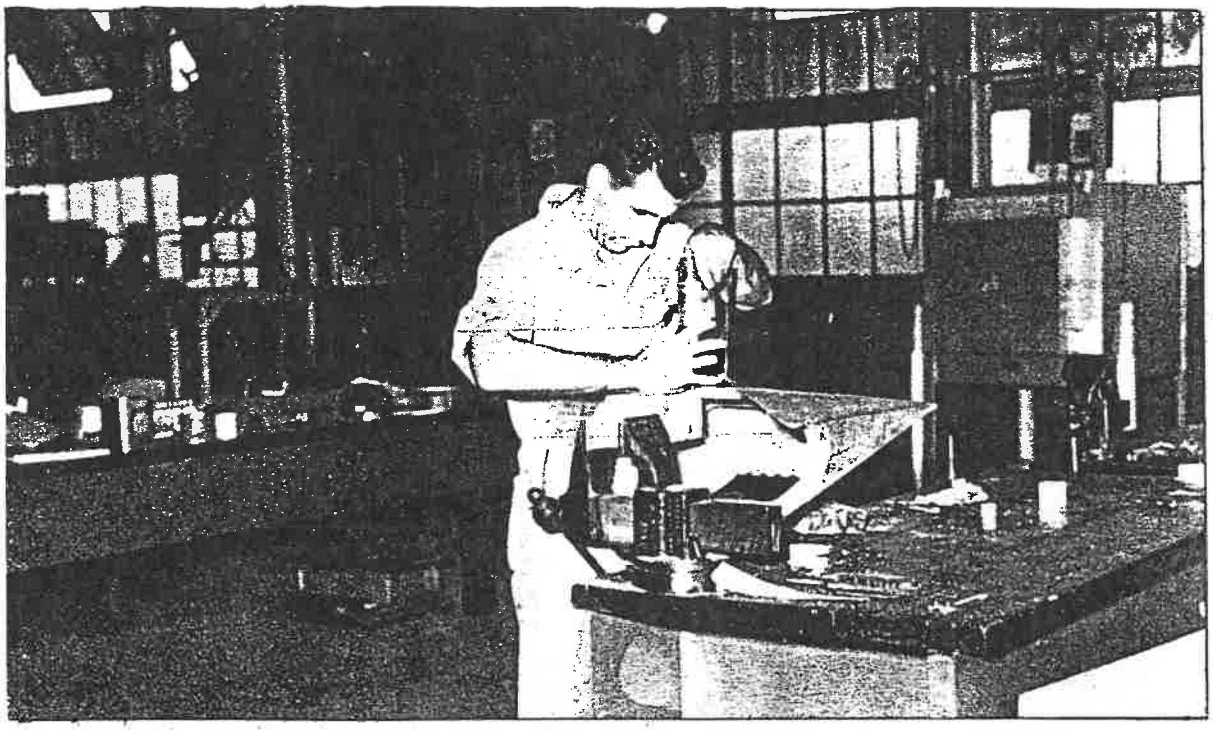
No. 145 tripped on something during landing --- hauled away by H.A.D. (Hawaiian Air Depot, Honolulu, T.H.) for "disposal".



Early Morning - Wheeler Field, December 1935 (M.H.Boisen)



Curtiss Falcon A-3s, 26th Attack Sqdn.,18th Pursuit Group

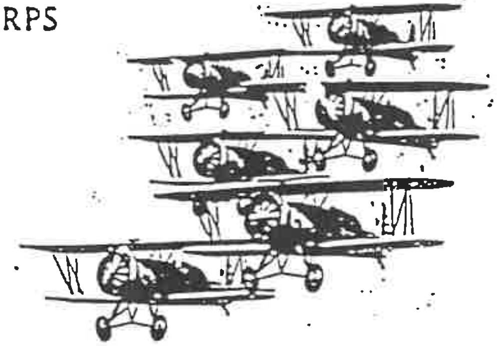


PFC Edward J. White in Sheet Metal Shop at Wheeler Field, 1940.

75th Service Squadron became the 18th Air Base Squadron in 1941

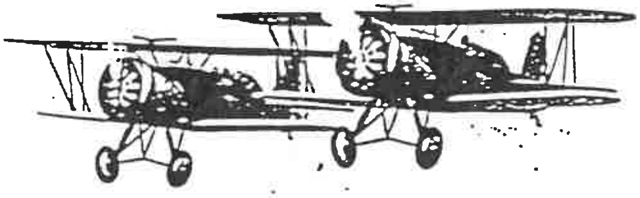
SIXTH PURSUIT SQUADRON, AIR CORPS
WHEELER FIELD, T. H.

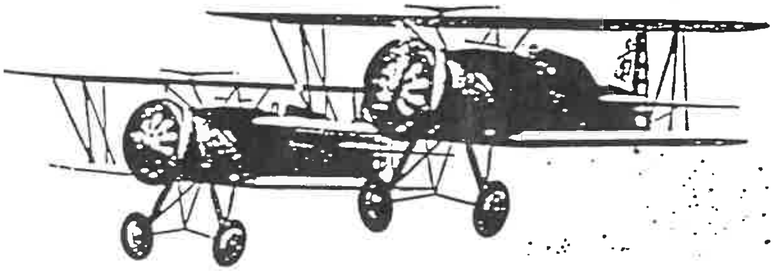
BOEING P-12 Pursuits (1931-1938)



ALSO USED BY 19th PUR SQDN

Replaced by P-26
in both Sqdns
in 1938



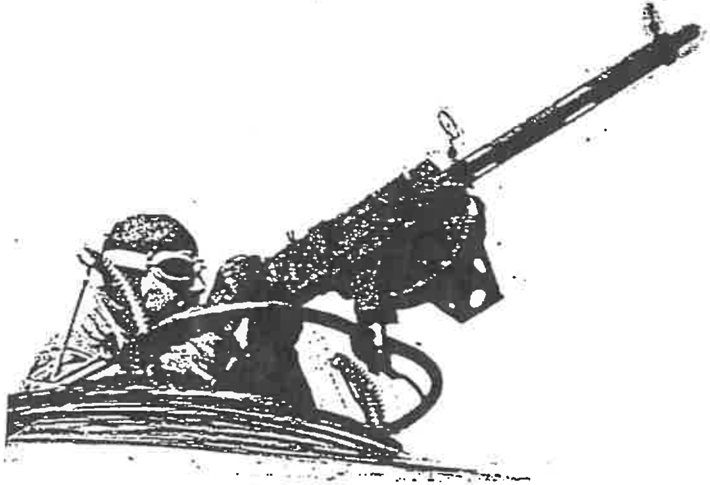


About P-12 Pilots:

When not harassing A-3 Attack Planes by rolling their landing wheels on our upper wing center sections during simulated air combat, they seemed to continually try for the shortest possible roll on takeoffs and landings. Our Group Commander, Col. "Rosie" O'Donnell, once took off from the 6th Pursuit hangar apron by having his lower wing held back by groundcrew while revving up his engine to maximum power. Most landings on our grass field were preceded by fishtailing or side slips to reduce the normal 60 MPH landing speed of the P-12. Perhaps it was a hidden desire to be Carrier Pilots? While the Boeing P-12 could not catch a Douglas DC-3, it was 40 MPH faster in level flight than our Curtiss A-3 Falcons.

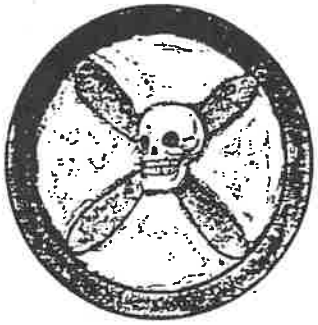
AERIAL GUNNER - 26th ATTACK SQUADRON

the "REAR PIT"



140 MPH gale over open pit -
Dive and/or turn "G" forces-
30 cal air cooled mach. gun:
Ring and bead sights -
Rotation ring, elev tracks -
Spring loaded fold back seat-
Waist belt, snaphook at sides-
(sit or stand firing position)
Gun camera for practice,
Tracer bullets, look like jet
from a hose bending in the
plane's slipstream.
Bomb release cable rings (10)
Dual Flight Controls

6th PURSUIT



Emblem. On a circular orange field, a gray skull outlined in black forming the hub of a shaded spinning propeller done in black. (Approved 8 Jul 1924.)

Lineage. Organized as 6th Aero Squadron on 13 Mar 1917. Redesignated: 6th Squadron on 14 Mar 1921; 6th Pursuit Squadron on 25 Jan 1923; 6th Pursuit Squadron (Interceptor) on 6 Dec 1939; 6th Fighter Squadron on 15 May 1942; 6th Night Fighter Squadron on 9 Jan 1943. Inactivated on 20 Feb 1947.

Assignments. Hawaiian Department, 13 Mar 1917; 2d Observation (later 5th Observation; 5th Pursuit and Bombardment; 5th Composite) Group, 15 Sep 1919; 18th Pursuit (later Fighter) Group, Jan 1927; 15th Fighter Group, 16 Mar 1943; VII Fighter Command, 5 Jun 1944 (attached to 318th Fighter Group, 11 Jan–16 Mar 1945); 7th Fighter Wing, 12 May 1945; Pacific Air Command, 1 Jan 1946; Fifth Air Force, 11 Jun 1946–20 Feb 1947.

Stations. Ft Kamehameha, TH, 13 Mar 1917; Ford Island (later Luke Field), TH, 25 Sep 1918; Wheeler Field, TH, 11 Jan 1927; Kahuku, TH, 30 Aug 1942; Kipapa, TH, 17 Nov 1942 (one detachment operated from Guadalcanal, 28 Feb–15 Sep 1943, and another from New Guinea, 18 Apr–14 Sep 1943); John Rodgers Aprt, TH, 3 Mar 1944 (detachment operated from Saipan, 21 June 1944–11 Jan 1945); Kipapa, TH, 28 Oct 1944; East Field, Saipan, 11 Jan 1945 (detachment operated from Kipapa, TH, 11 Jan–12 May 1945); Kagman Field, Saipan, Feb–1 May 1945; Kipapa, TH, 12 May 1945; Wheeler Field, TH, 2 Oct 1945–31 May 1946; Atsugi, Japan, 11 Jun 1946; Yokota, Japan, 1 Sep 1946–20 Feb 1947.

Aircraft. N–9, R–6, and HS2L during period 1918–1920; in addition to DH–4 included HS2L, JN–6, MB–3, and Fokker D–VII during period 1920–1926; in addition to PW–9 included DH–4 and C–2 during period 1927–1930; in addition to P–12 included PW–9, B–12 and OA–3 during period 1931–1938; in addition to P–26 and P–36 included B–12, A–12 and OA–9 during period 1939–1941; P–40, 1941–1942; B–18, 1942; P–70, 1942–1944; P–38, 1943; P–47, 1943–1945; P–61, 1944–1947.

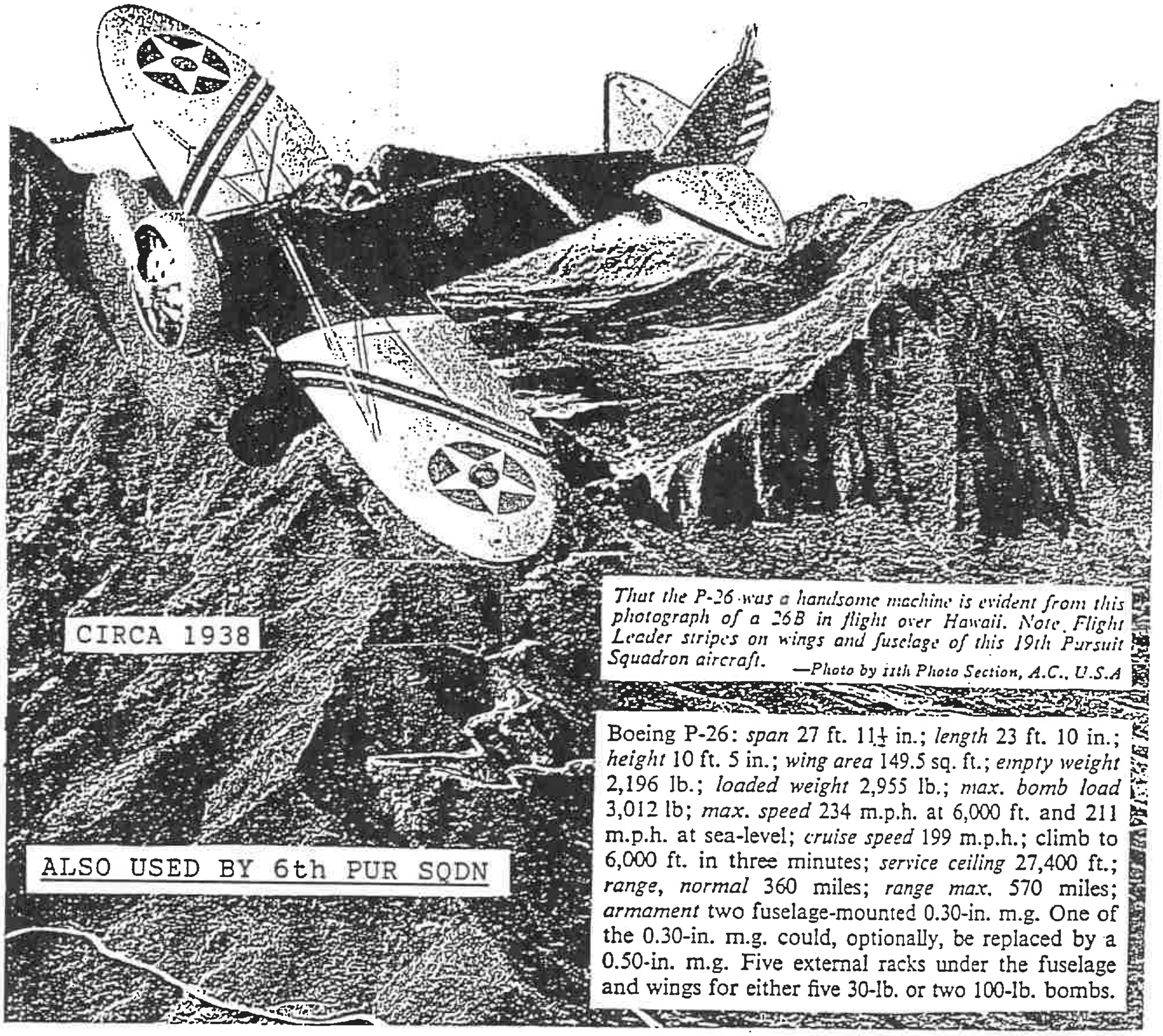
Operations. Combat in Central, South, and Southwest Pacific, 7 Dec 1941–14 Aug 1945.

Service Streamers. None.

Campaigns. Central Pacific; New Guinea; Northern Solomons; Western Pacific; Air Combat, Asiatic-Pacific Theater.

Decorations. None.

19TH PURSUIT SQUADRON, AIR CORPS
WHEELER FIELD, T. H.



CIRCA 1938

ALSO USED BY 6th PUR SQDN

That the P-26 was a handsome machine is evident from this photograph of a 26B in flight over Hawaii. Note Flight Leader stripes on wings and fuselage of this 19th Pursuit Squadron aircraft. —*Photo by 11th Photo Section, A.C., U.S.A*

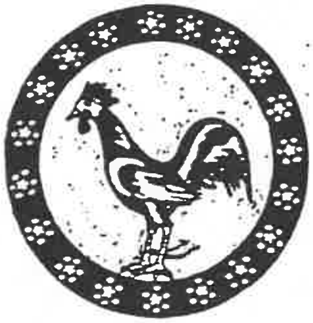
Boeing P-26: *span* 27 ft. 11½ in.; *length* 23 ft. 10 in.; *height* 10 ft. 5 in.; *wing area* 149.5 sq. ft.; *empty weight* 2,196 lb.; *loaded weight* 2,955 lb.; *max. bomb load* 3,012 lb; *max. speed* 234 m.p.h. at 6,000 ft. and 211 m.p.h. at sea-level; *cruise speed* 199 m.p.h.; climb to 6,000 ft. in three minutes; *service ceiling* 27,400 ft.; *range, normal* 360 miles; *range max.* 570 miles; *armament* two fuselage-mounted 0.30-in. m.g. One of the 0.30-in. m.g. could, optionally, be replaced by a 0.50-in. m.g. Five external racks under the fuselage and wings for either five 30-lb. or two 100-lb. bombs.

When first delivered in December 1933 the P-26As were externally identical to the prototype with the exception of a minor redesign of the wheel spats, but they incorporated a revised wing structure and new operational equipment, and were powered by 500 h.p. Pratt & Whitney R-1340-27.

Whilst the P-26As began accumulating flight hours under operational conditions a number of modifications were found to be necessary. In its initial form the P-26A was fitted with a small head-rest behind the open pilot cockpit, but following a landing accident during which an aircraft overturned, killing its pilot, it was decided to fit a higher head-rest. This modification, incorporated on the production line, delayed for a while deliveries and was also incorporated on aircraft already delivered. The other major modification was initiated by the Army Air Corps, which, to lower the comparatively high landing speed of the P-26A, installed flaps on one aircraft. With these flaps landing speed was reduced from 82.5 m.p.h. to 74 m.p.h., but still exceeded that of the earlier Boeing P-12F, which landed at 59 m.p.h. This in fact was the only major criticism against the new monoplane fighter as it proved highly manœuvrable and its structural strength dispelled all previous doubts (one P-26A is known to have ended its career with 2,635 flying hours). The success of the experimental flap installation was such that Boeing were instructed to incorporate it on the aircraft still on the production line, and aircraft already in service were returned to Boeing to be retrofitted to the same standards.

On March 7 1936 Boeing delivered the last P-26C, bringing total production to 151 aircraft, including 3 prototypes, 111 P-26As, 2 P-26Bs, 23 P-26Cs and 12 Boeing Model 281, the export version of the P-26. With its production ending the P-26 did not fade out, as the 'Peashooter', as the aircraft was affectionately known, remained in service until 1941. Of the three groups (the 1st, 17th and 20th) which had originally been assigned P-26As, the 20th were the last to trade their 'Peashooters' for more modern machines, doing so in late 1938. As the Seversky P-35s and Curtiss P-36s became available the P-26As, P-26Bs and P-26Cs were assigned to units operating outside the continental United States. In the Pacific both the 18th Pursuit Group, based at Wheeler Field, Hawaii, and the 3rd Pursuit Squadron of the Philippine-based 4th Composite Group flew aircraft of the P-26 series, whilst in the Panama Canal Zone the 16th, 32nd and 37th Pursuit Groups operated a number of P-26As. However, by the time the United States were drawn into the Second World War the P-26s were no longer in regular service, but a token number of aircraft were still on strength as communication and hack aircraft.

19th PURSUIT



EMBLEM. On a yellow disc a black and white spurred game cock (prepared for fighting) within a black border charged with nineteen rosettes, each consisting of a white five-pointed star, one point to center, surrounded by six small white discs. (Approved 20 Apr 1928.)

LINEAGE. Organized as 14th Aero Squadron on 14 Jun 1917. Redesignated 19th Aero Squadron on 26 Jun 1917. Demobilized on 14 Apr 1919. Reconstituted and consolidated (20 Dec 1923) with 19th Squadron which was authorized on 30 Aug 1921. Organized on 1 Oct 1921. Inactivated on 29 Jun 1922. Redesignated 19th Pursuit Squadron on 25 Jan 1923. Activated on 1 May 1923. Redesignated: 19th Pursuit Squadron (Intercepter) on 6 Dec 1939; 19th Fighter Squadron on 15 May 1942. Inactivated on 12 Jan 1946.

ASSIGNMENTS. Unkn, 14 Jun 1917–Feb 1918; Seventh Aviation Instruction Center, Feb–Dec 1918; unkn, Dec 1918–14 Apr 1919. Ninth Corps Area, 1 Oct 1921–29 Jun 1922. 17th Composite Group, 1 May 1923; 5th Composite Group, 15 Jan 1924; 18th Pursuit (later Fighter) Group, Jan 1927; 318th Fighter Group, 16 Mar 1943–12 Jan 1946.

STATIONS. Camp Kelly, Tex, 14 Jun 1917; Wilbur Wright Field, Ohio, 1 Aug 1917; Garden City, NY, 31 Oct–3 Dec 1917; St Maixent, France, 1 Jan 1918; Clermont-Ferrand, France, 6 Feb 1918; Bordeaux, France, c. 29 Dec 1918–c. 18 Mar 1919; Mitchel Field, NY, c. 5–14 Apr 1919. March Field, Calif, 1 Oct 1921–29 Jun 1922. Wheeler Field, TH, 1 May 1923; Luke Field, TH, 15 Jan 1924; Wheeler Field, TH, 11 Jan 1927; Bellows Field, TH, 20 Feb 1942; Kualoa Field, TH, 22 May 1942; Bellows Field, TH, 20 Oct 1942; Barbers Point, TH, 9 Feb 1943; Kipapa Field, TH, 30 May 1943; Stanley Field, TH, 4 Sep 1943; Kualoa Field, TH, 26 Dec 1943; Bellows Field, TH, 18 Apr 1944; Saipan, 20 Jun 1944; Ie Shima, 30 Apr 1945; Okinawa, Nov-Dec 1945; Ft Lewis, Wash, 11–12 Jan 1946.

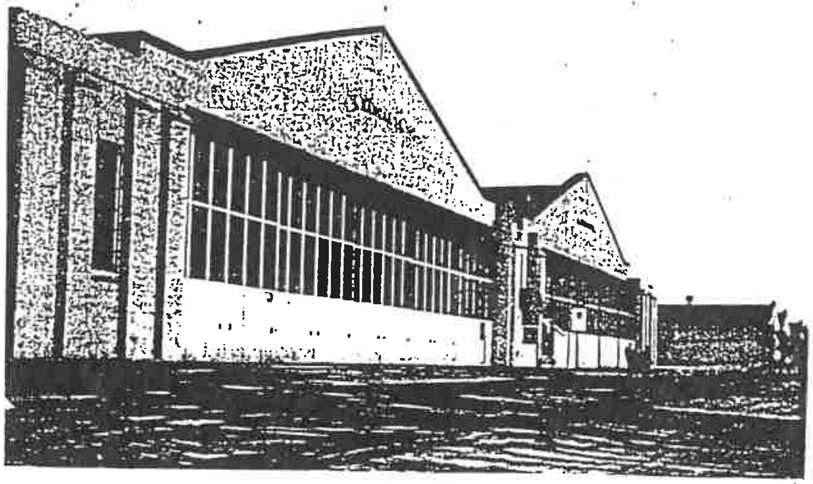
AIRCRAFT. Apparently included JN-6 and SE-5, 1921–1922. In addition to MB-3 and SE-5 included DH-4 during period 1923–1926; primarily PW-9 during period 1927–1930; primarily P-12 during period 1931–1937; in addition to P-26 and P-36 included A-12, BT-9, OA-3, and P-12 during period 1938–1941; P-40, 1941–1943; P-47, 1943–1945; P-38, 1944–1945.

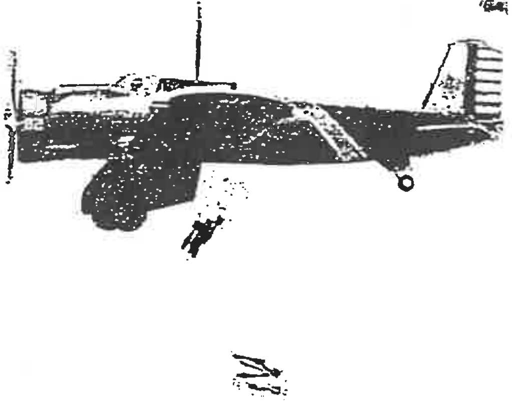
OPERATIONS. Maintained aircraft, 1918. Patrols over the Pacific, Feb 1942–Apr 1944. Combat in Western Pacific, 22 Jun 1944–14 Aug 1945.

SERVICE STREAMERS. Theater of Operations.

CAMPAIGNS. Central Pacific; Air Offensive, Japan; Eastern Mandates; Western Pacific; Ryukyus; China Offensive; Air Combat, Asiatic-Pacific Theater.

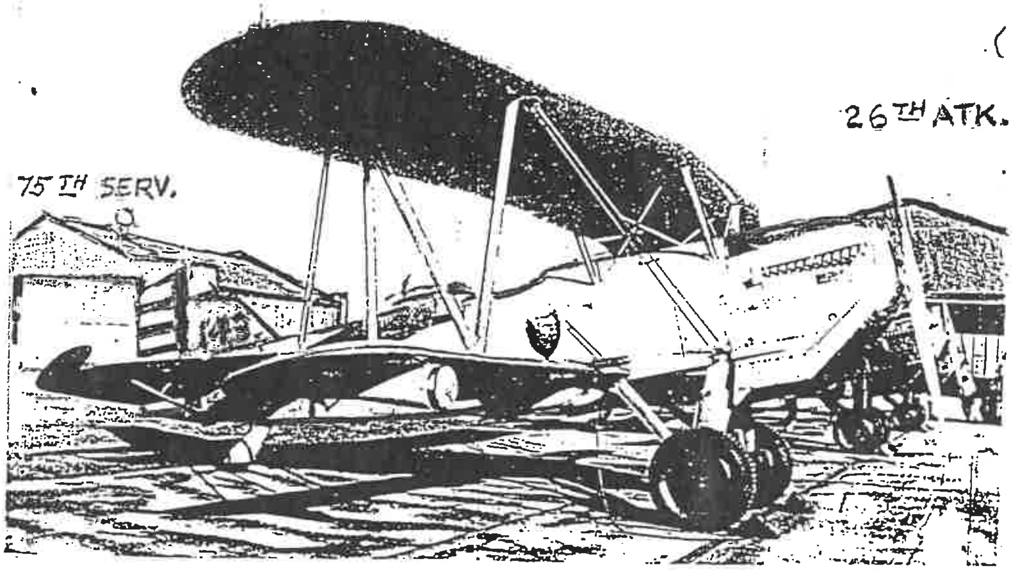
DECORATIONS. None.





A-12 Army bomber dropping real bombs in actual target practice in the air

(1936 TO 1939)

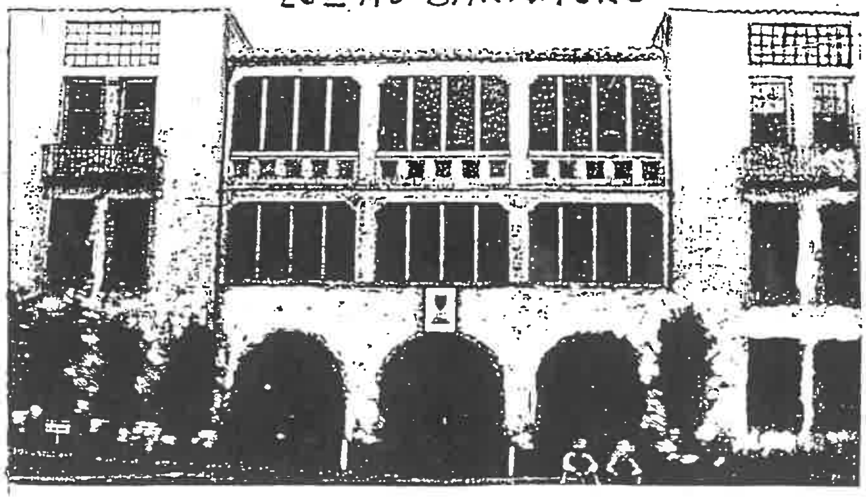


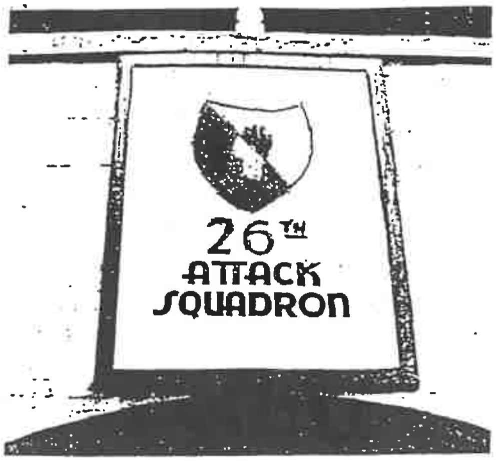
Curtiss A-3B Falcon. Curtiss built 78 of them, delivering them beginning in 1930, and they were pretty tame for attackers. Top speed was about 140 mph, and the Curtiss V-1150-5 engine in that blunt nose with its bulky radiator probably caused more drag than the rest of the airplane. Ready to fly, the A-3B weighed 4,400 lb, including the two-man crew of pilot and rear gunner. The upper wing, its outer panels swept back slightly, spanned 38 ft, and the overall length was 27 ft 2 in.

(1930 - 1936)

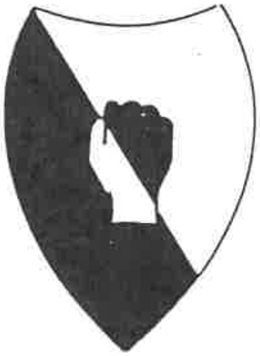
In 1936, the A-12 replaced the A-3 at Wheeler Field and the B-10 Bomber succeeded the Keystone Bomber at former Luke Field, located on Ford Island in Pearl Harbor (before Hickam Field was established).

26TH AS BARRACKS





26th ATTACK



Emblem. On a shield parted per bend blue and orange [orange and blue], a clenched hand couped at the wrist counterchanged. (Approved 15 Feb 1924.)

Lineage. Organized as 1st Reserve Aero Squadron on 26 May 1917. Redesignated 26th Aero Squadron on 1 Oct 1917. Demobilized on 7 Jun 1919. Reconstituted and consolidated (8 Apr 1924) with 26th Squadron which was authorized on 30 Aug 1921. Organized on 15 Sep 1921. Redesignated 26th Attack Squadron on 25 Jan 1923. Inactivated 27 Jun 1924. Activated on 1 Sep 1930. Redesignated: 26th Bombardment Squadron (Medium) on 6 Dec 1939; 26th Bombardment Squadron (Heavy) on 11 Dec 1940; 26th Bombardment Squadron (Very Heavy) on 30 Apr 1946. Inactivated on 20 Oct 1948. Redesignated 26th Bombardment Squadron (Heavy), and activated, on 1 Dec 1948.

Assignments. Unkn, 26 May–Sep 1917; Third Aviation Instruction Center, Sep 1917–Apr 1919; unkn, Apr–7 Jun 1919. 3d Attack Group, 15 Sep 1921–27 Jun 1924. 5th Composite (later Bombardment) Group (attached to 18th * Pursuit Group), 1 Sep 1930; 11th Bombardment Group, 1 Feb 1940–20 Oct 1948. 11th Bombardment Group, 1 Dec 1948; 11th Bombardment (later Strategic Aerospace) Wing, 16 Jun 1952–.

Stations. Mineola, NY, 26 May–23 Aug 1917; Issoudun, France, 21 Sep 1917; Clisson, France, 13 Apr 1919; St Sebastien, France, 1–5 May 1919; Mitchel Field, NY, 27 May–7 Jun 1919. Kelly Field, Tex, 15 Sep 1921–27 Jun 1924. Wheeler Field, TH, 1 Sep 1930; * Hickam Field, TH, 1 Feb 1940; Wheeler Field, TH, 20 Dec 1941–19 Jul 1942; Efate, 25 Jul 1942 (forward echelon operated from Espiritu Santo, Aug 1942; Guadalcanal Sep 1942); Espiritu Santo, 22 Dec 1942–28 Mar 1943 (forward echelon operated from New Guinea, Jan 1943); Bellows Field, TH, 8 Apr 1943; Wheeler Field, TH, 11 May 1943; Nukufetau, 11 Nov 1943 (air echelon operated from Canton Island, 12 Nov–31 Dec 1943); Tarawa, 25 Jan 1944; Kwajalein, 14 Apr 1944; Guam, 21 Oct 1944; Okinawa, 2 Jul 1945; Manila, Luzon, Dec 1945; Guam, 15 May 1946–20 Oct 1948. Carswell AFB, Tex, 1 Dec 1948; Altus AFB, Okla, 13 Dec 1957.

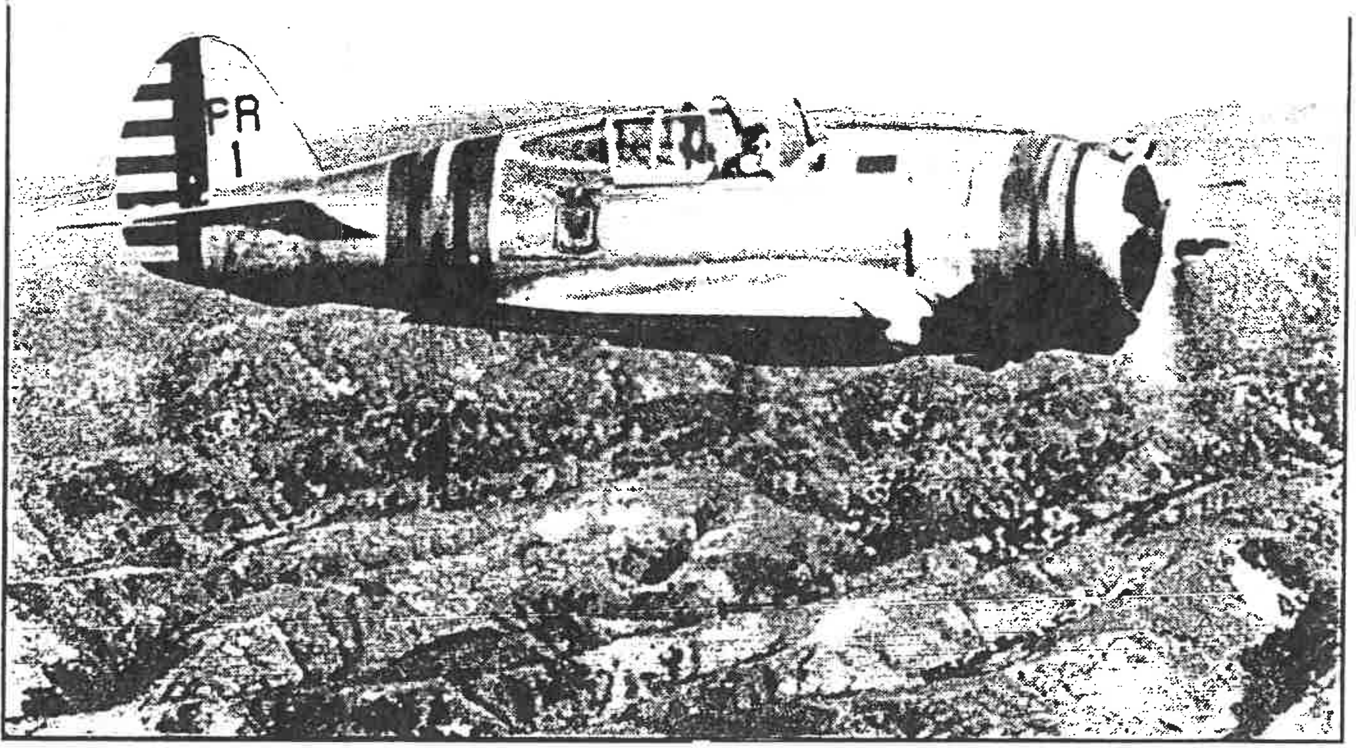
Aircraft. Included DH-4 during period 1921–1924. A-3, 1930–1936; A-12, 1936–1939; B-18, 1940–1942; B-17, 1941–1943; B-24, 1943–1945. B-36, 1949–1957; B-52, 1958–.

Operations. Assembled, serviced, and repaired aircraft, 1917–1919. Search missions, from Hawaii, 20 Dec 1941–8 Jul 1942; May–Oct 1943. Combat in South and Southwest Pacific, 30 Jul 1942–Feb 1943; in Central Pacific, May, Jun, Jul, Sep 1943; and in Central and Western Pacific, 14 Nov 1943–12 Aug 1945. Non operational, 1946–1948.

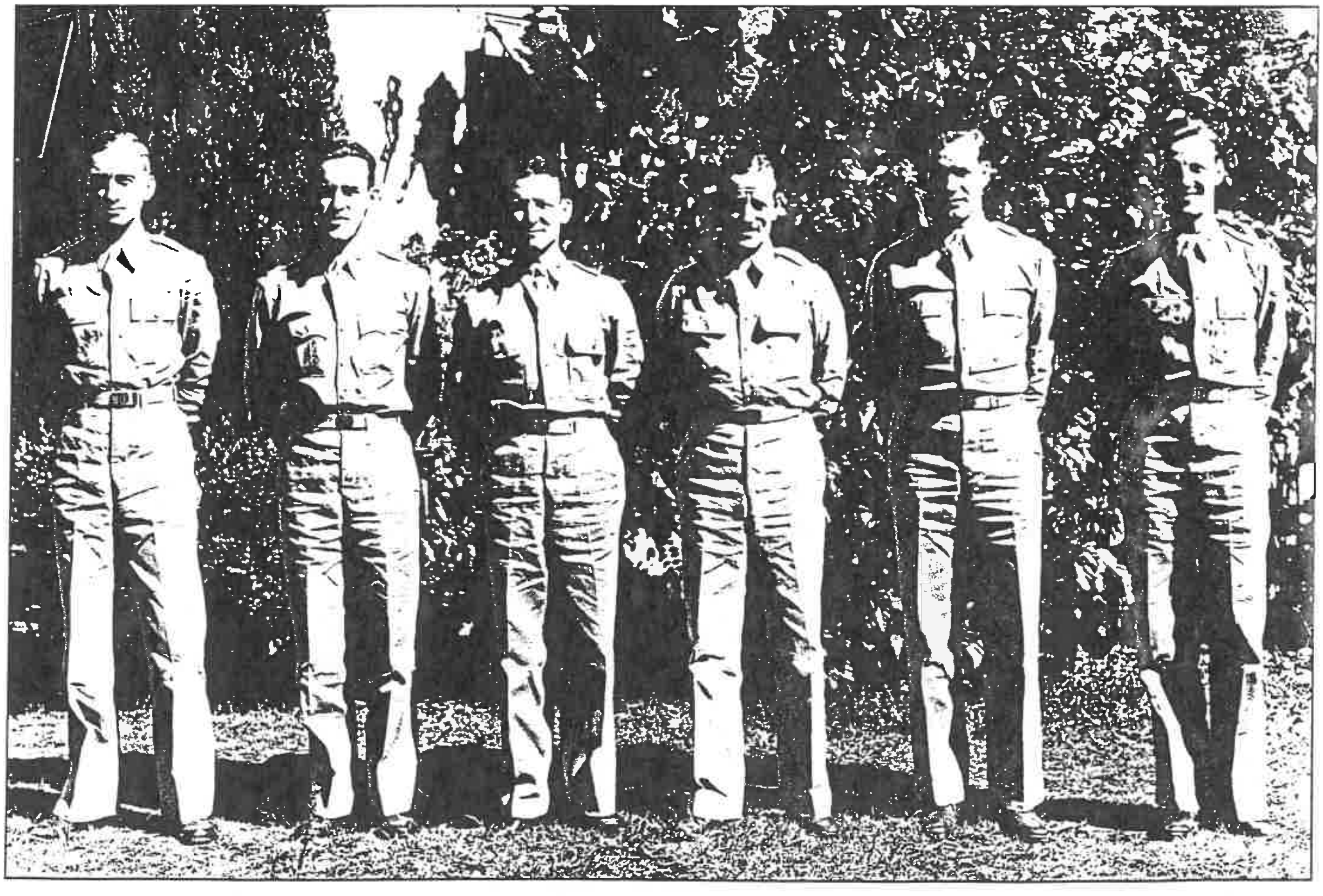
Service Streamers. Theater of Operations.

Campaigns. Central Pacific; Air Offensive, Japan; Papua; Guadalcanal; Eastern Mandates; Western Pacific; Ryukyus; China Offensive; Air Combat, Asiatic-Pacific Theater.

Decorations. Distinguished Unit Citation: South Pacific, 31 Jul–30 Nov 1942. Presidential Unit Citation [1942]. Air Force Outstanding Unit Awards: 6 Aug 1954–15 Jul 1957; 27 Oct 1958–16 Sep 1960.

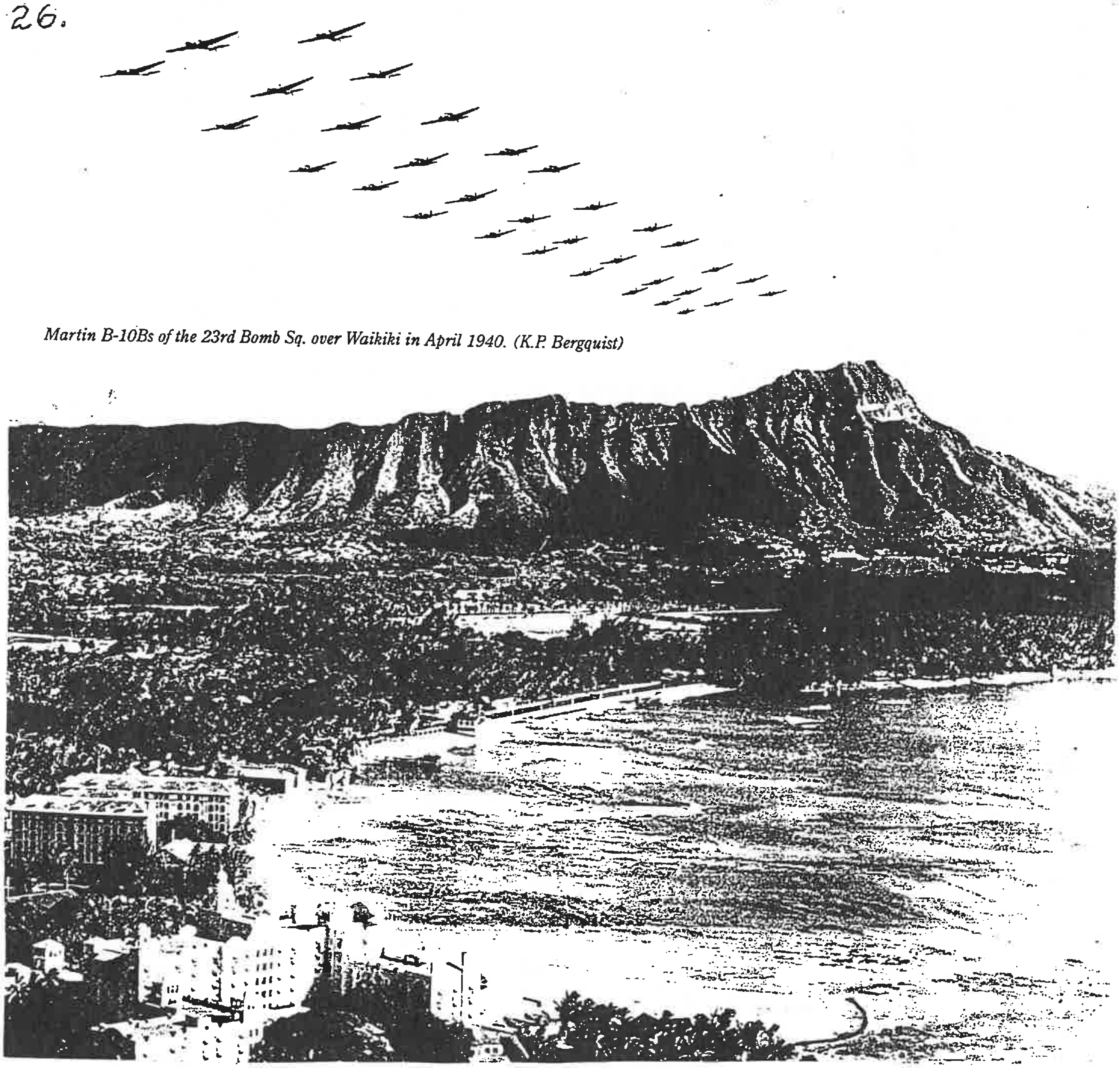


★ Major Ken Walker's personal aircraft a P-36A, 1940. (Jack Hounsom)

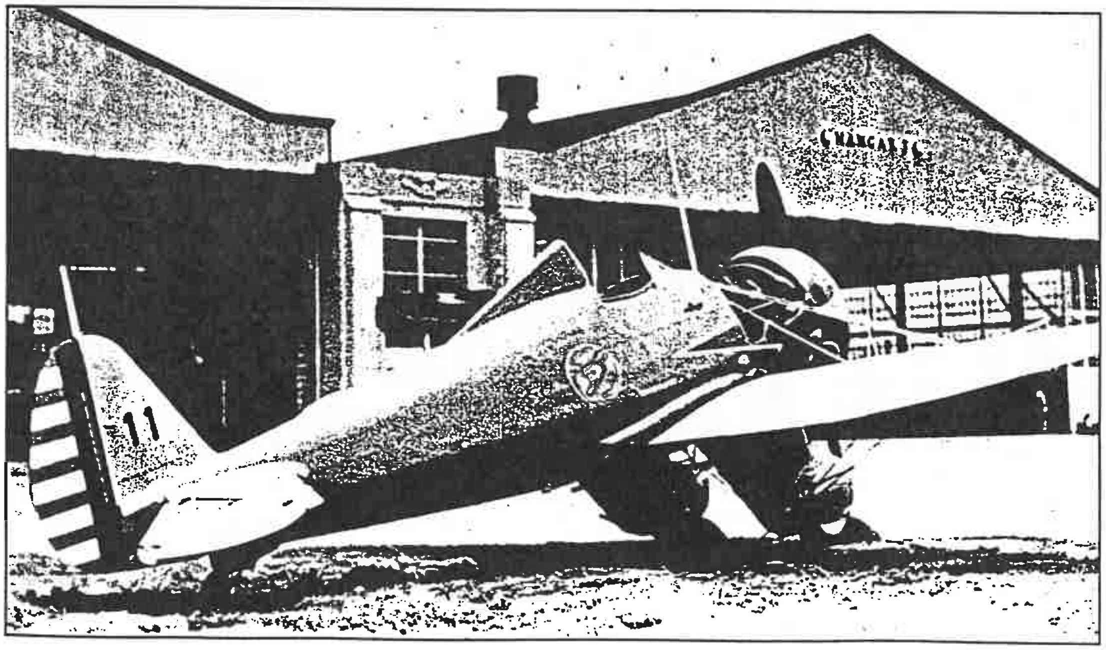


Staff of 18th Pursuit Grp, Wheeler Field, October 1940. (l. to r.) Capt. Bruce Holloway, Adj.; Capt. Ken Bergquist, Ops.; Maj. Ken Walker, CO; Capt. Roger Ramey, Exec; Lt. Simpson, Pers.; Lt. Savoie Eng. Off. The first four all became generals. (K.P. Bergquist)

★



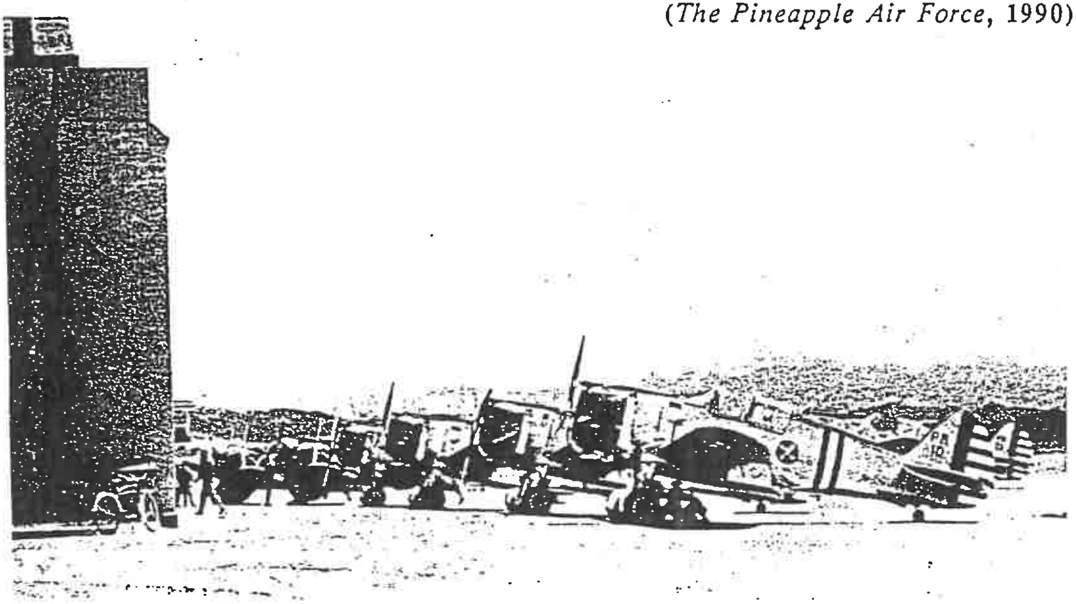
Martin B-10Bs of the 23rd Bomb Sq. over Waikiki in April 1940. (K.P. Bergquist)



with 18th
1927-1943

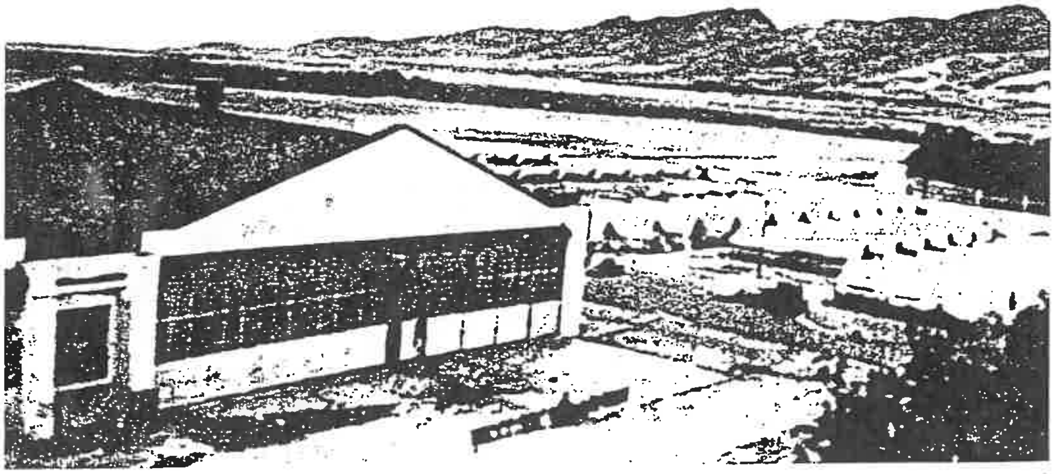
Boeing P-26A on the Wheeler hangar line, 1939, bearing 6th Pursuit Sq. emblem. (Clayton Westhaver)

> "Actually Hawaii turned out to be a great assignment. There was a nice social life, and if you had a good sergeant to handle your ground duties you could fly in the morning and be on the beach in the afternoon. War really messed up the whole thing."
>
> 2d Lt Charles E. Taylor, 6th Pursuit Squadron
> (*The Pineapple Air Force*, 1990)

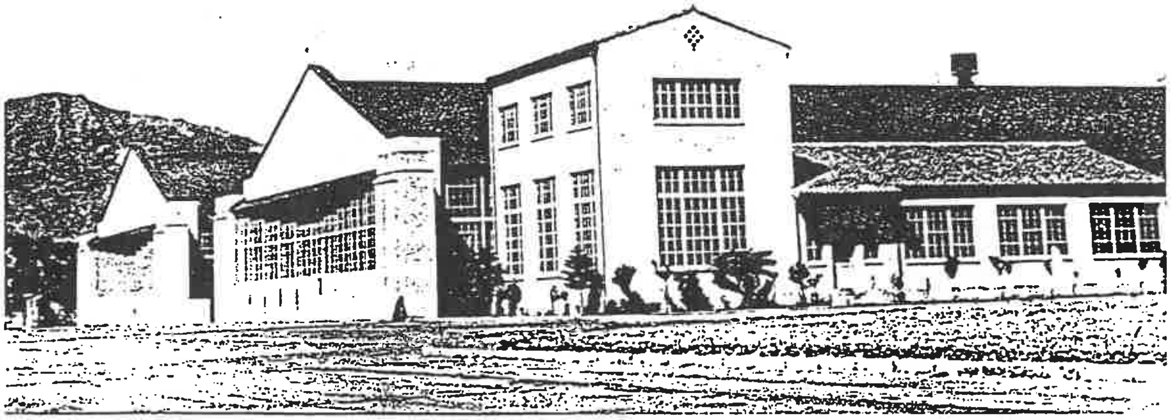


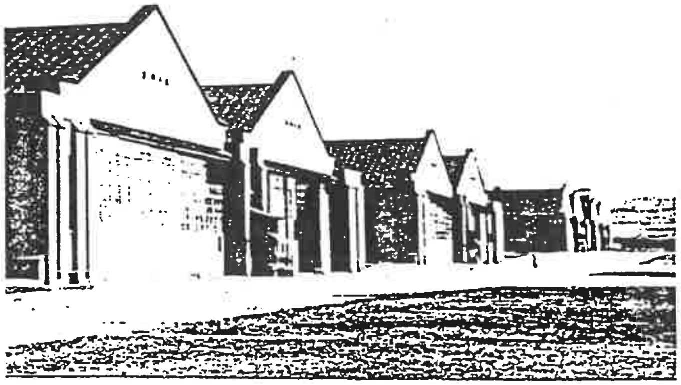
Note 6th Pursuit Insignia on fuselage
(Skull and Crossprops)

P-36 aircraft lined up at Wheeler Field.

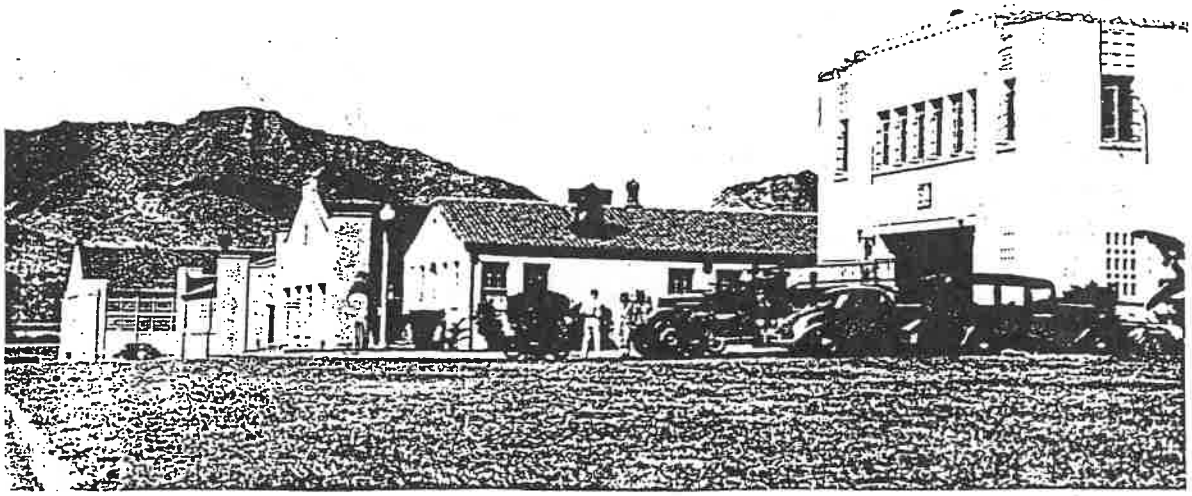


Above, Tent City, located between Hangars 2 and 3, along the Wheeler Field flight line.

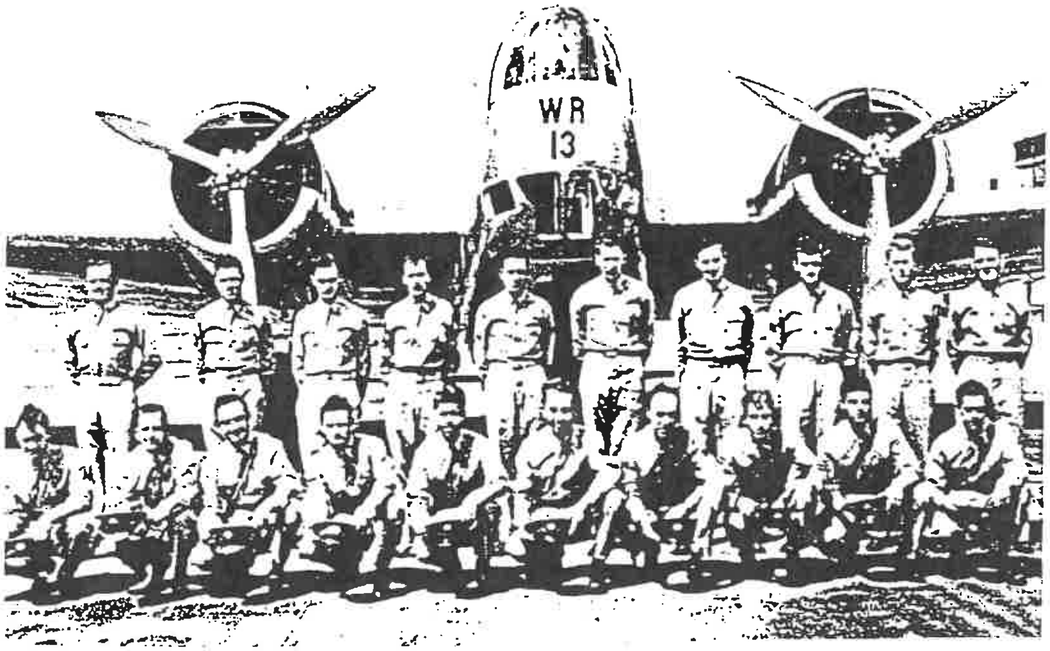




Above, engineering buildings and parachute shop; left, the flight line; and, below, the fire station at Wheeler in 1940. (Vincent T. Ryan)



Capt Wilfred H. Tetley (left) of the Army Signal Corps and Capt Kenneth P. Bergquist of the 14th Pursuit Wing, pictured with members of the radar site survey team, in 1941. (US Army Museum of Hawaii)

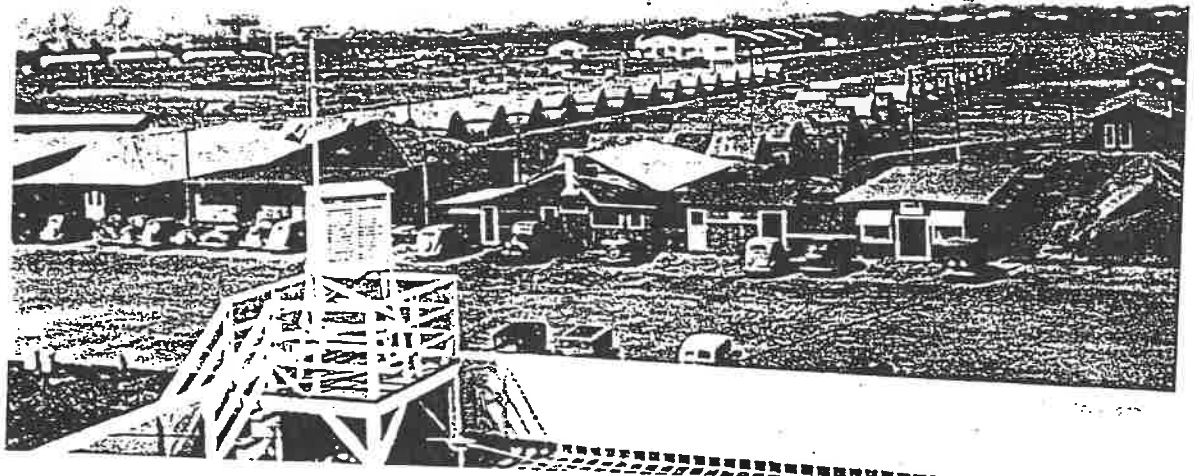


Members of Aircraft Mechanics Graduation Class 2A pose in front of a Douglas B-18 at Hickam Field, 5 June 1940. (Herbert J. Kelly)

30.

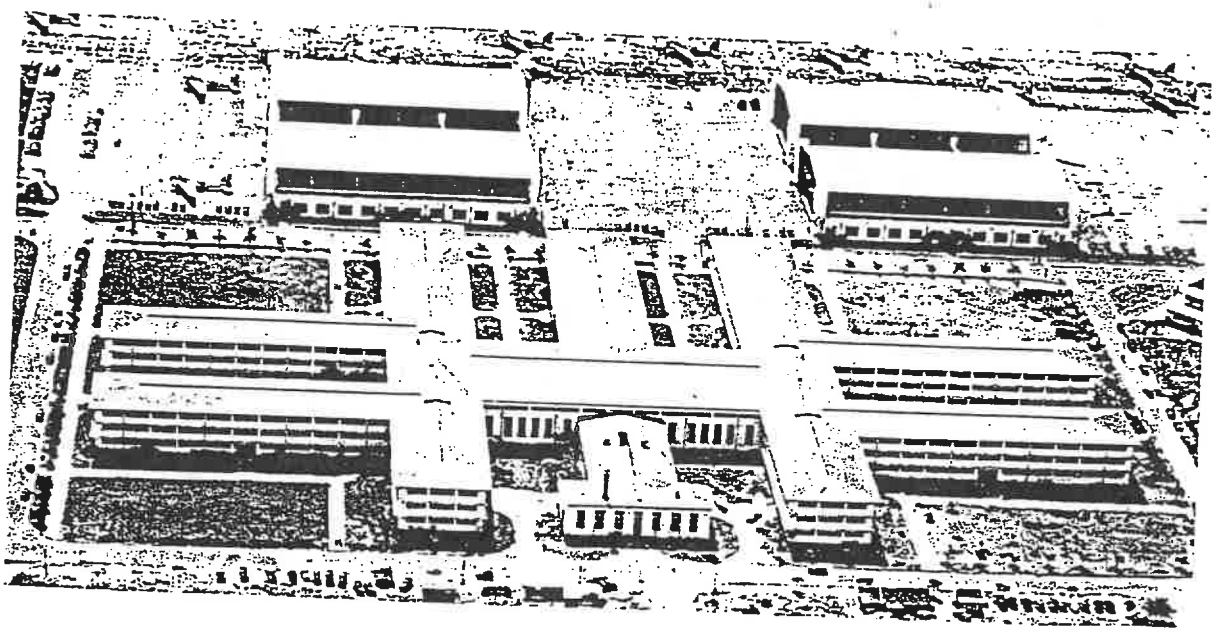
"Hickam Field . . . this magnificent air base, which is destined to be, when completed, not only the most important unit of aerial defense within the Hawaiian Department, but the largest airdrome in this broad land of ours."

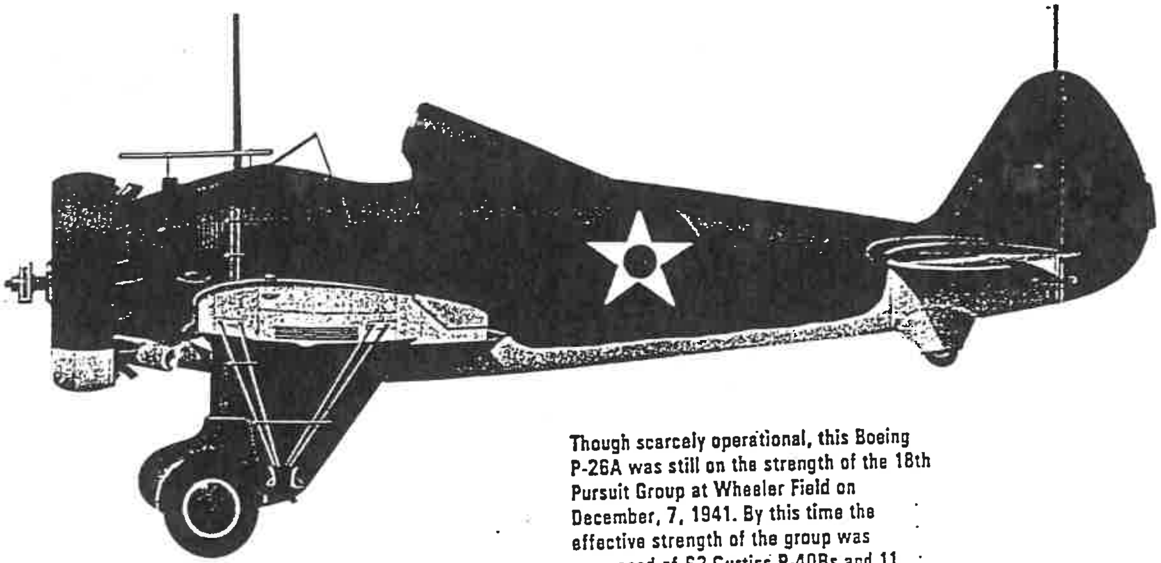
Capt H. B. Nurse, Quartermaster Corps
(Air Corps News Letter, 1 July 1938)



Above, Tent City as seen from the control tower at Hickam Field in 1939. Here the troops lived until permanent barracks could be constructed for them. (Clifford E. Hotchkiss)

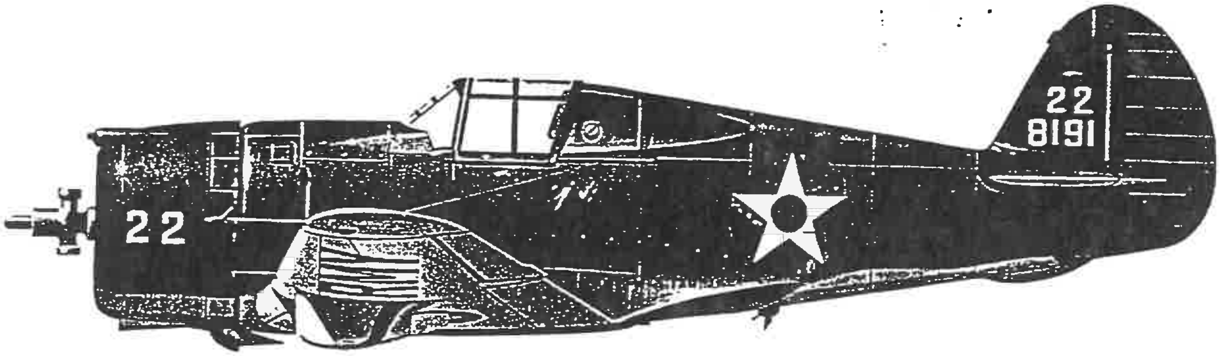
Below, Hickam Field's huge new million-dollar barracks, with Hangars 3-5 and 7-9 in the background, 22 October 1940.





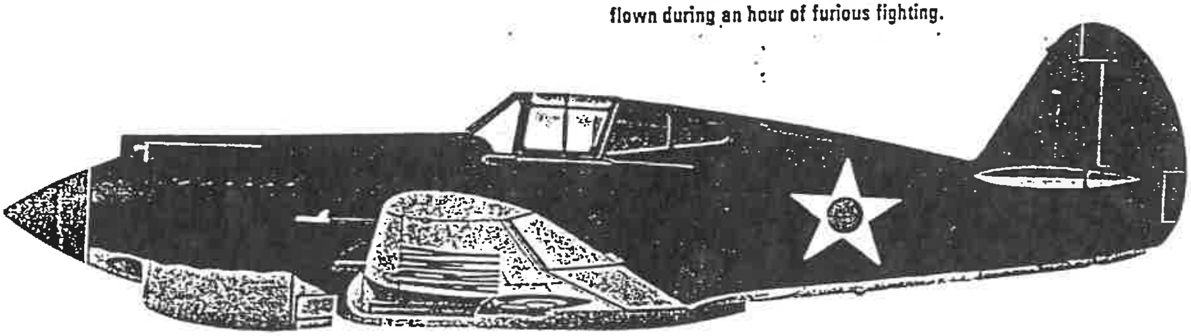
P-26

Though scarcely operational, this Boeing P-26A was still on the strength of the 18th Pursuit Group at Wheeler Field on December, 7, 1941. By this time the effective strength of the group was composed of 62 Curtiss P-40Bs and 11 P-40Cs, neither type having an official U. S. name at that time. A handful from this group managed to become airborne and scored the first-ever battle victories of the U. S. Army Air Corps.



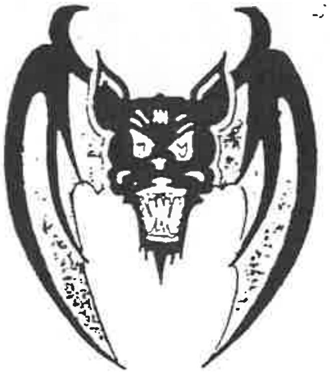
P-36

As the P-36A, the Model 75 served with the USAAC and was, along with its planned successor, the Curtiss P-40A, the fighter on duty when the Japanese attacked at Pearl Harbor. A few of both types were scrambled by their pilots and fought with the Japanese, with 10 victories claimed during the 25 sorties flown during an hour of furious fighting.



P-40

44th PURSUIT



EMBLEM. A bat's head affronte, with leering expression, black, with yellow and red detail, between two wings, expanded and inverted, red, with ribs black. (Approved 18 Feb 1942.)

LINEAGE. Constituted 44th Pursuit Squadron (Interceptor) on 22 Nov 1940. Activated on 1 Jan 1941. Redesignated: 44th Fighter Squadron on 15 May 1942; 44th Fighter-Bomber Squadron on 20 Jan 1950; 44th Tactical Fighter Squadron on 1 Jul 1958.

ASSIGNMENTS. 18th Pursuit (later Fighter) Group, 1 Jan 1941; 318th Fighter Group, 15 Oct 1942; 18th Fighter (later Fighter-Bomber) Group, 30 Mar 1943 (attached to 6200th Air Base Wing, 1 Dec 1950; 6200th Air Base Group, 8 Jan 1954–15 Jul 1955); 18th Fighter-Bomber (later Tactical Fighter) Wing, 1 Oct 1957–.

STATIONS. Wheeler Field, TH, 1 Jan 1941; Bellows Field, TH, 7 Nov 1941; Wheeler Field, TH, 12 Dec 1941; Kaneoke, TH, 27 Dec 1941; Wheeler Field, TH, 25 Jan 1942; Bellows Field, TH, 23 Jun–23 Oct 1942; Efate, 22 Nov 1942 (operated from Guadalcanal, 20 Dec 1942–20 Mar 1944); Espiritu Santo, 25 Nov 1943 (operated from Treasury Island, 20 Mar–25 Apr 1944; and from Guadalcanal beginning 11 May 1944); Guadalcanal, 17 Jul 1944; Cape Opmarai, New Guinea, 23 Aug 1944 (operated from Morotai, 7 Nov 1944–16 Jan 1945); Lingayen, Luzon, 13 Jan 1945; San Jose, Mindoro, c. 1 Mar 1945 (operated from Palawan, 26 Apr–13 May 1945); Zamboanga, Mindanao, 4 May–Nov 1945; Palawan, 10 Nov 1945; Floridablanca, Luzon, 17 Jul 1946; Clark Field, Luzon, 16 Sep 1947; Kadena, Okinawa, 15 Jul 1955–.

AIRCRAFT. P-40, 1941–1944; P-38 1944–1946; P-51, 1946–1947, 1948–1950; P-47, 1946–1948; P-80, 1946; 1949–1953; F-86, 1954–1957; F-100, 1957–1963. F-105, 1963–.

OPERATIONS. Patrols over the Pacific from Hawaii, 7 Dec 1941–Oct 1942. Combat in South and Southwest Pacific, 21 Dec 1942–7 Aug 1945. Unmanned, Mar–Sep 1947.

SERVICE STREAMERS. None.

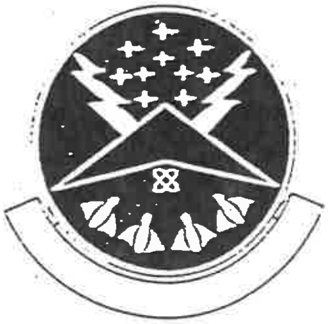
CAMPAIGNS. Central Pacific; China Defensive; Guadalcanal; New Guinea; Northern Solomons; Bismarck Archipelago; Western Pacific; Leyte; Luzon; Southern Philippines.

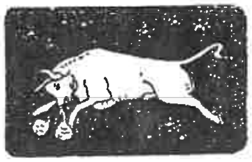
DECORATIONS. Distinguished Unit Citation: Philippine Islands, 10–11 Nov 1944. Philippine Presidential Unit Citation. Air Force Outstanding Unit Awards: 1 Dec 1959–30 Nov 1960; 1 Sep 1962–31 Aug 1963.

73d PURSUIT

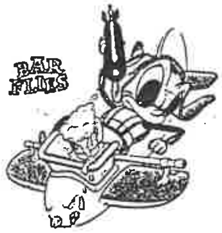
Dispatched to Midway, 17 Jun 1942

P-40s loaded aboard the carrier SARATOGA, and when about 100 miles from Midway, took off from the deck and flew remaining distance.





73rd Pursuit Sq.
(Until 1942)



73rd Fighter Sq.
(From 1943)

Emblem. On an Air Force blue disc edged white, a red stylized delta-winged aircraft, chevronwise throughout, edged white, emitting upward two white lightning bolts one to dexter chief, one to sinister chief; all above an atomic symbol of two white orbits encircling a red nucleus; in base four Air Force golden yellow stylized quail in flight upward in an arched formation; in chief a ring of seven white stars encircling three Air Force golden yellow stars, all four pointed. (Approved 6 Jul 1962.)

Lineage. Constituted 73d Pursuit Squadron (Interceptor) on 4 Oct 1941. Activated on 5 Oct 1941. Redesignated 73d Fighter Squadron on 15 May 1942. Inactivated on 12 Jan 1946. Activated in the reserve on 1 Aug 1947. Inactivated on 27 Jun 1949. Redesignated 73d Strategic Reconnaissance Squadron (Heavy) on 4 Jun 1952. Activated on 16 Jun 1952. Redesignated 73d Bombardment Squadron (Heavy) on 1 Oct 1955.

Assignments. 18th Pursuit (later Fighter) Group, 5 Oct 1941; 318th Fighter Group, 15 Oct 1942–12 Jan 1946. 72d Reconnaissance Group, 1 Aug 1947–27 Jun 1949. 72d Strategic Reconnaissance (later Bombardment) Wing, 16 Jun 1952; 4241st Strategic Wing, 5 Jan 1959–.

Stations. Wheeler Field, TH, 5 Oct 1941; Bellows Field, TH, 22 May 1942; Midway, 17 Jun 1942; Kaneohe, TH, 26 Jan 1943; Mokuleia Field, TH, 5 May 1943; Bellows Field, TH, 8 Nov 1943; Saipan, c. 23 Jun 1944; Ie Shima, 30 Apr 1945; Okinawa, Nov–Dec 1945; Ft Lewis, Wash, 11–12 Jan 1946. Hamilton Field, Calif, 1 Aug 1947–27 Jun 1949. Ramey AFB, PR, 16 Jun 1952; Seymour Johnson AFB, NC, 5 Jan 1959–.

Aircraft. P–26, 1941; P–40, 1941–1943; P–47, 1943–1945; P–38, 1944–1945. RB–36, 1953–1958; B–52, 1959–.

Operations. Patrols over the Pacific, Jan 1942–Apr 1944. Combat in Western Pacific, 24 Jun 1944–14 Aug 1945.

Service Streamers. None.

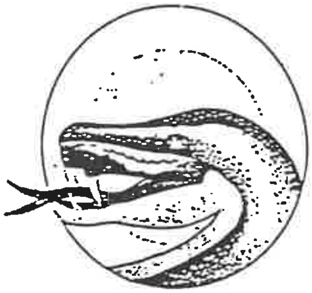
Campaigns. Central Pacific; Air Offensive, Japan; Eastern Mandates; Western Pacific; Ryukyus; China Offensive; Air Combat, Asiatic-Pacific Theater.

Decorations. Air Force Outstanding Unit Award: 1 Oct 1957–1 Jun 1958.

78th PURSUIT

Dispatched to Midway, 23 Jan 1943

Relieved 73rd PS. Mounted 309 gal belly tanks and flew from Hawaii to Midway (about 1300 miles).



EMBLEM. On a blue disc with a wide yellow border a bushmaster's head proper. (Approved 14 Sep 1933.)

LINEAGE. Organized as 78th Aero Squadron on 28 Feb 1918. Redesignated Squadron A, Taliaferro Field, Tex, on 23 Jul 1918. Demobilized on 15 Nov 1918. Reconstituted and consolidated (1933) with 78th Observation Squadron which was constituted on 18 Oct 1927. Redesignated 78th Pursuit Squadron on 8 May 1929. Activated on 1 Apr 1931. Inactivated on 1 Sep 1937. Redesignated 78th Pursuit Squadron (Interceptor) on 22 Dec 1939. Activated on 1 Feb 1940. Redesignated 78th Fighter Squadron on 15 May 1942. Inactivated on 15 Oct 1946. Redesignated 78th Fighter-Interceptor Squadron on 11 Sep 1952. Activated on 1 Nov 1952. Redesignated: 78th Fighter-Bomber Squadron on 1 Apr 1954; 78th Tactical Fighter Squadron on 8 Jul 1958.

ASSIGNMENTS. Unkn, 1918. 20th Pursuit Group (attached to 6th Composite Group), 1 Apr 1931; 3d Attack Wing (attached to 6th Composite Group), 15 Jun 1932; 16th Pursuit Group, 1 Dec 1932–1 Sep 1937. 18th Pursuit (later Fighter) Group, 1 Feb 1940; 15th Fighter Group, 16 Mar 1943–15 Oct 1946. 81st Fighter-Interceptor (later Fighter-Bomber) Group, 1 Nov 1952; 81st Fighter-Bomber (later Tactical Fighter) Wing, 8 Feb 1955–.

STATIONS. Waco, Tex, 28 Feb 1918; Taliaferro Field, Tex, 28 Feb–15 Nov 1918. France Field, CZ, 1 Apr 1931; Albrook Field, CZ, 15 Oct 1932–1 Sep 1937. Wheeler Field, TH, 1 Feb 1940; Kaneohe, TH, c. 9 Dec 1941; Midway, 23 Jan 1943; Barking Sands, TH, 23 Apr 1943; Haleiwa Field, TH, 31 Jul 1943; Stanley Field, TH, 6 Jan 1944; Mokuleia Field, TH, c. 1 Apr 1944; Bellows Field, TH, 8 Jun 1944–24 Jan 1945; South Field, Iwo Jima, 2 Mar 1945; Bellows Field, TH, 25 Nov 1945; Wheeler Field, TH, 9 Feb–15 Oct 1946. RAF Shepherds Grove, England, 1 Nov 1952; RAF Sculthorpe, England, 31 May 1956; RAF Shepherds Grove, England, 3 May 1957; RAF Woodbridge, England, 22 Dec 1958–.

AIRCRAFT. Apparently included JN-4, JN-6, and perhaps S-4 during 1918. Not equipped, 1931–1932; P-12, 1932–1936; not equipped, 1936–1937. P-26, 1940; P-36, 1940–1941; P-40, 1941–1944; P-39, 1942; P-47, 1944–1945; P-51, 1944–1946. F-86, 1952–1955; F-84, 1955–1958; F-101, 1958–.

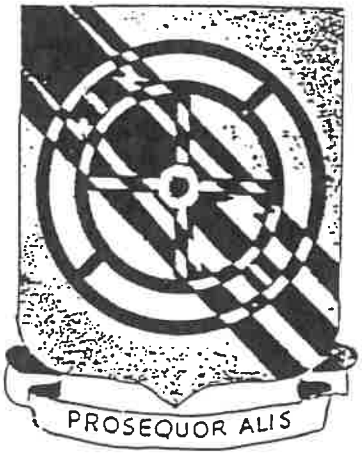
OPERATIONS. Evidently flying training unit, 1918. Patrols over the Pacific, Jan 1942–Dec 1944. Combat in Western Pacific, 10 Mar–14 Aug 1945.

SERVICE STREAMERS. None.

CAMPAIGNS. Central Pacific; Air Offensive, Japan; Air Combat, Asiatic-Pacific Theater.

DECORATIONS. Distinguished Unit Citation: Japan, 7 Apr 1945. Air Force Outstanding Unit Award: 1 Jul 1961–30 Jun 1963.

15th PURSUIT GROUP
15th FIGHTER GROUP



Maj.Gen.Frederick L. Martin:
Nov. 1940

Soon after his arrival Martin established a second Pursuit Group, the 15th, and set up the 14th Pursuit Wing to direct the fighter units. Brigadier General Howard C. Davidson arrived at Wheeler Field to command the 14th Wing.

Martin and Davidson had an extraordinary building job facing them. Their two fighter groups had only been created by robbing men and airplanes from the 18th Group. Additional men were shuffled from bomber and observation units but it would take months to flesh out and equip the two groups.

Constituted as 15th Pursuit Group (Fighter) on 20 Nov 1940. *Activated* in Hawaii on 1 Dec 1940. *Redesignated* 15th Pursuit Group (Interceptor) in Feb 1942, and 15th Fighter Group in May 1942. Served as part of the defense force for the Hawaiian Islands, using A-12, OA-9, B-12, P-36, P-39, and P-40 aircraft. The Japanese attack on Hawaii on 7 Dec 1941 caused numerous casualties in the group and destroyed many of its aircraft; nevertheless, during the raid several of the group's pilots succeeded in taking off and in destroying some enemy planes, including four shot down by Lt George Welch and two credited to Lt Kenneth M Taylor.

Insigne. *Shield*: Or, on a bend azure, two (2) terrestrial lightning flashes issuant from base of the first, over all a gunsight counterchanged. *Motto*: PROSEQUOR ALIS—I Pursue with Wings. (Approved 5 Oct 1942.)

Afterward the group, which was remanned, reorganized, and assigned to Seventh AF, remained part of the Hawaiian defense system. Sent squadrons (including some that had been attached) to the Central or South Pacific at various times for operations against the Japanese. Began training in Apr 1944 for very-long-range escort missions. Obtained P-51 aircraft late in 1944. Moved to Iwo Jima in Feb 1945. Supported the invasion force on Iwo early in Mar by bombing and strafing trenches, cave entrances, troop concentrations, and storage areas. Began strikes against enemy airfields, shipping, and military installations in the Bonin Islands by the middle of Mar. Flew its first mission to Japan on 7 Apr 1945, receiving a DUC for escorting B-29's that bombed the Nakajima aircraft plant near Tokyo. Struck Japanese airfields on Kyushu late in Apr and early in May 1945 to curtail the enemy's suicide attacks against the invasion force at Okinawa. Also hit enemy troop trains, small factories, gun positions, and hangars in the Bonins and Japan. Assigned to Twentieth AF during the summer of 1945. Continued its fighter sweeps against Japanese airfields and other targets, and flew long-range escort missions to Japanese cities until the end of the war. Transferred, without personnel and equipment, in Nov 1945 to Hawaii, where the group was remanned and re-equipped. *Inactivated* on 15 Oct 1946.

Redesignated 15th Fighter Group (Air Defense). *Activated* in the US on 18 Aug 1955. Assigned to Air Defense Command.

SQUADRONS. *6th:* 1943–1944. (*12th:* 1942.) *18th:* 1943–1944. *45th:* 1940–1946. *46th:* 1940–1944. *47th:* 1940–1946; 1955–. *78th:* 1943–1946.

STATIONS. Wheeler Field, TH, 1 Dec 1940; Bellows Field, TH, 3 Jun 1944–5 Feb 1945; South Field, Iwo Jima, 6 Mar 1945; Bellows Field, TH, 25 Nov 1945; Wheeler Field, TH, 9 Feb–15 Oct 1946. Niagara Falls Mun Aprt, NY, 18 Aug 1955–.

COMMANDERS. Maj Clyde K Rich, 1 Dec 1940; Maj Lorry N Tindal, 6 Dec 1940; Lt Col Paul W Blanchard, 20 Sep 1941; Lt Col William S Steele, 12 Feb 1942; Lt Col Sherwood E Buckland, 5 Mar 1943; Col James O Beckwith Jr, 27 Sep 1943; Lt Col DeWitt S Spain, 16 Apr 1945; Lt Col Julian E Thomas, 17 May 1945; Col John W Mitchell, 21 Jul 1945; Col William Eades, c. Nov 1945; Col Oswald W Lunde, 25 Nov 1945–15 Oct 1946. Col Stanley E Matthews, 1955–.

CAMPAIGNS. Central Pacific; Air Offensive, Japan.

DECORATIONS. Distinguished Unit Citation: Japan, 7 Apr 1945.

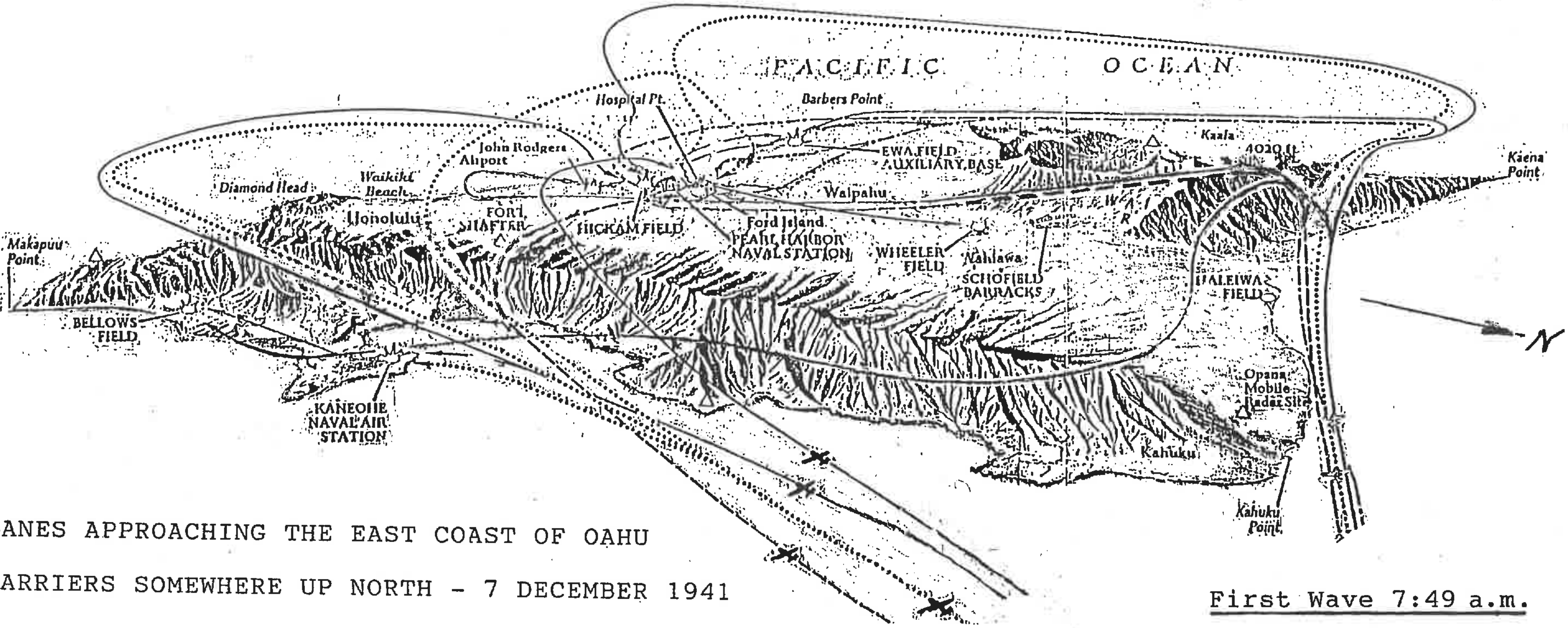
(47th Pursuit Squadron, 15 PG)

Kenneth Taylor *George Welch*

COURTESY KENNETH M. TAYLOR

WHEN THE FIRST JAPANESE PLANE roared down on Wheeler, 2nd Lt. Kenneth Taylor thought, *Here comes the Navy again.* Then he saw the machine-gun bullets thudding into the planes on the flight line and ripping along the wall of the officers' club. He sprinted to a phone and called Haleiwa, a small auxiliary field ten miles north of Wheeler. Taylor ordered the fueling and arming of its P-40s. He and 2nd Lt. George Welch jumped into Taylor's Buick and, through the strafing, sped to Haleiwa. They were airborne in minutes.

"We had absolutely no trouble at all finding plenty of targets," Taylor recalled. "We caught up with them at Ewa, a Marine base. They were in a strafing lineup, and George and I merely got into the line." They ran out of ammunition, landed at Wheeler, loaded up, and took off to fight again. They are credited with shooting down six Japanese planes.


PACIFIC OCEAN
Hospital Pt.
Barbers Point
John Rodgers Airport
Diamond Head
Waikiki Beach
Honolulu
FORT SHAFTER
HICKAM FIELD
EWA FIELD AUXILIARY BASE
Waipahu
Ford Island
PEARL HARBOR NAVAL STATION
WHEELER FIELD
Wahiawa
SCHOFIELD BARRACKS
Kaala
4020 ft
Kaena Point
HALEIWA FIELD
Opana Mobile Radar Site
Kahuku
Kahuku Point
Makapuu Point
BELLOWS FIELD
KANEOHE NAVAL AIR STATION
N

JAP PLANES APPROACHING THE EAST COAST OF OAHU

FROM CARRIERS SOMEWHERE UP NORTH - 7 DECEMBER 1941

——— Fighter planes

– – – – Dive bombers

········· Hi-alt. bombers

—·—·— Torpedo bombers

First Wave 7:49 a.m.

183 planes incl. 40 torpedo bombers, 49 hi-alt. bombers each with single HE bomb Target: Battleships. Others attack air-fields.

Second Wave 8:55 a.m.

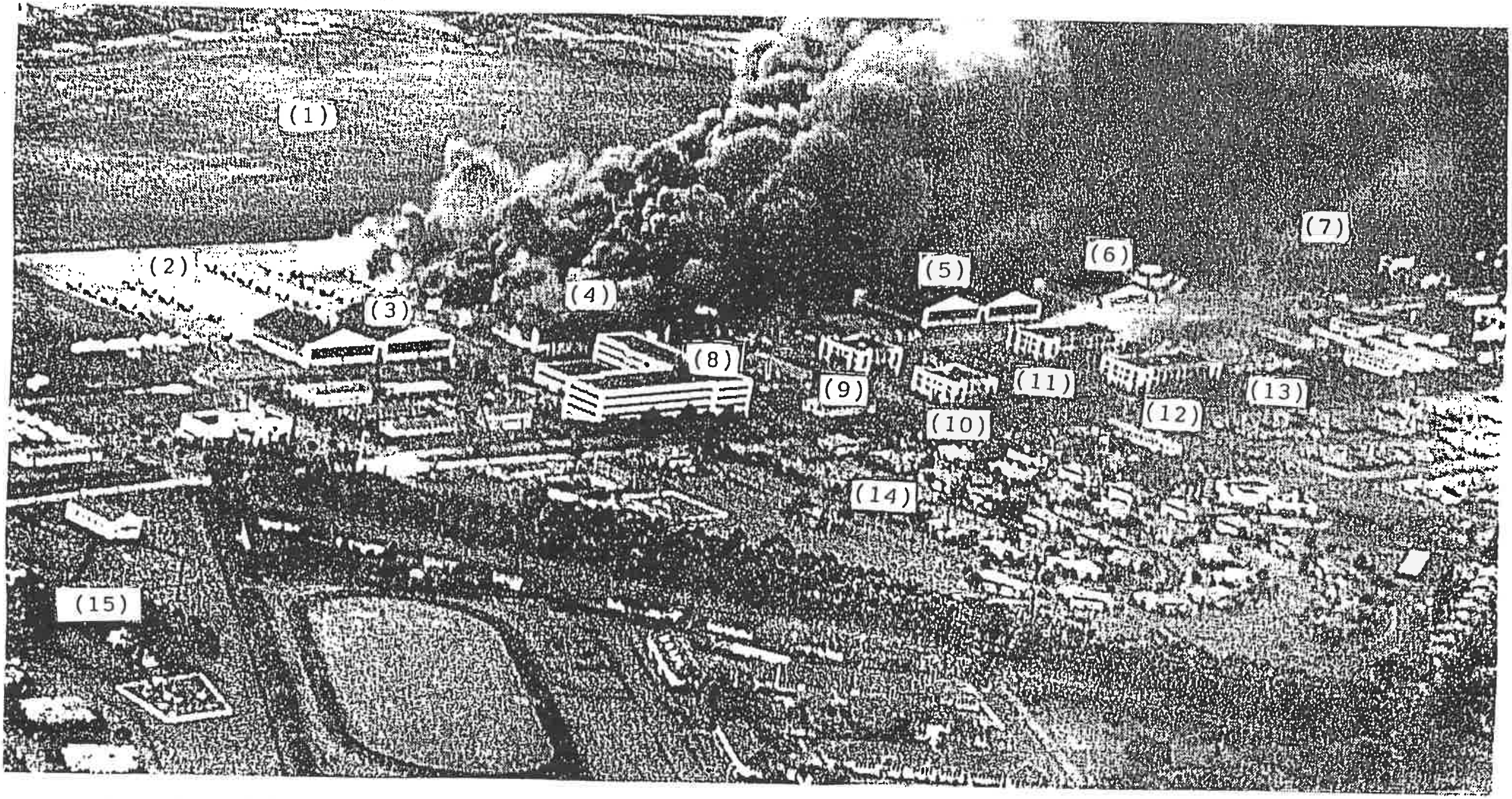
167 planes, no torpedo, renews attack on airfields and ships. Oil tanks and ship-repair facilities are ignored.

Dive bombers flying at 12,000 feet streaked down on the Army Air Forces' Wheeler Field, north of Pearl Harbor, and Hickam Field, southeast of Battleship Row.

A 550-pound bomb pierced the roof of a 3,200-man barracks complex at Hickam and exploded in the dining hall, killing 35 men at breakfast. The bombers returned again and again to Wheeler and Hickam, flying so low that their landing gear ripped down utility wires. Americans saw the faces of the pilots as the planes strafed after dropping their bombs.

Most U. S. planes were parked wingtip-to-wingtip in neat lines to make it easier to guard against sabotage by Japanese or Japanese-Americans in Hawaii. General Short had reacted to a November war warning by ordering the antisabotage move. He had also asked, in vain, for more antiaircraft guns.

A Japanese photograph of Wheeler Field, the pursuit base near Pearl Harbor.



WHEELER FIELD LAYOUT AS RECALLED FROM PREWAR SERVICE: CIRCA 1936

(1) LANDING FIELD (GRASS)
(2) FLIGHT LINE (PAVED)
(3) HANGAR - 19th PURSUIT SQDN
(4) " " - 6th PURSUIT SQDN
(5) " " - 26th ATTACK SQDN
(6) " " - 75th SERVICE SQDN
(7) SHOPS - 18th PURSUIT GROUP
(8) UNKNOWN (BUILT AFTER 1936)
(9) BARRACKS - 19th PURSUIT SQDN
(10) " " - 26th ATTACK SQDN
(11) " " - 6th PURSUIT SQDN
(12) " " - 75th SERVICE SQDN
(13) QUAD TENTS - RECRUIT GROUP
(14) N.C.O. QTRS - 18th PURSUIT GROUP
(15) OFFICER QTRS - 18th PURSUIT GROUP

DEPARTMENT OF THE AIR FORCE
PACIFIC AIR FORCES

15 December 1994

MEMORANDUM FOR Mr. Martin H. Boisen

FROM: HQ PACAF/HO
25 E St Ste C119
Hickam AFB HI 96853-5410

SUBJECT: 26th Attack Squadron

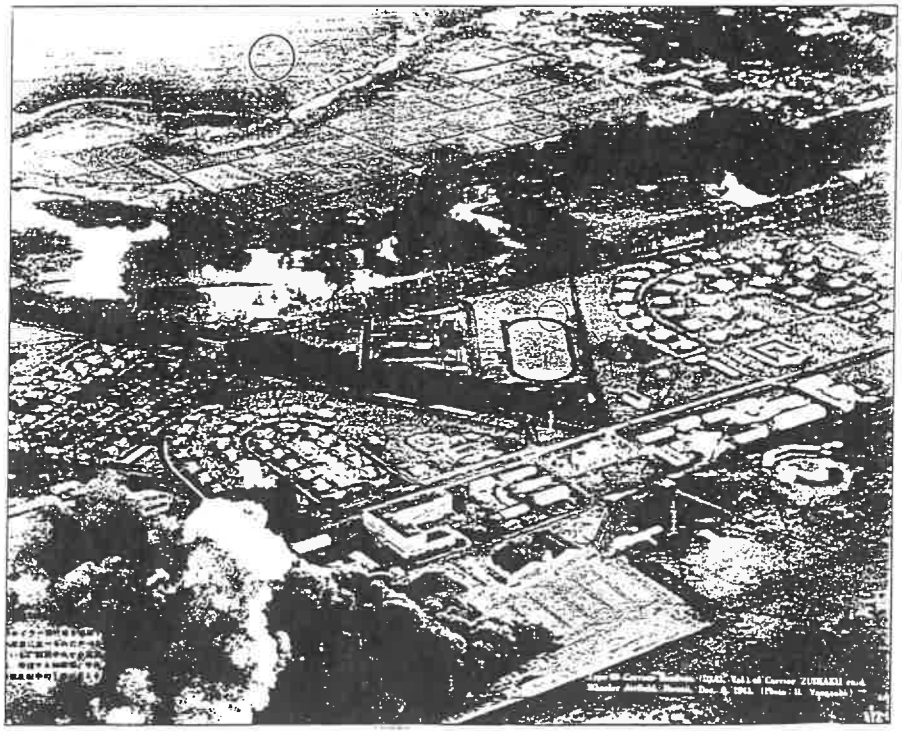
1. Thank you very much for the information you sent. We will place it in our growing collection of 7 December 1941 information.

2. You are correct, the 26th was assigned to the 11th Bomb Group (Heavy) at the time of the attack. They suffered ten personnel killed, and an additional ten more wounded. In addition, they had numerous aircraft destroyed and/or damaged.

3. I have enclosed a copy of the book 7 December 1941: The Air Force Story, for your collection. I hope you find the information on your unit helpful.

John R Kuborn
JOHN R. KUBORN
Deputy Command Historian

Attachment
One book



" Wheeler Field during the attack of 7 December 1941.' (Japanese National Defense College)

Name and Rank	Serial #	Status
Hq & Hq Sq 18th Pursuit Group		
Byrd, Theodore F. Jr., PFC	14019881	KIA
Derthick, James H., Sgt	6668189	KIA
Herbert, Joseph C., SSgt	6844109	KIA
Manley, William H., PFC	14032737	KIA
Schmersahl, George R., Sgt	6979080	KIA
Sherman, Robert O., Sgt	6980227	KIA
Ashker, Samuel E., PFC	6976841	WIA
Collins, Raymond J., Cpl	6980929	WIA
Deraney, George, PFC	6148095	WIA
Libby, Keith E., Pvt	11013386	WIA
Liddick, Walter A., Sgt	6946538	WIA
Maser, Karl O., PFC	11015139	WIA
McAdams, James W., TSgt	6251313	WIA
O'Brien, Michael L., PFC	12018370	WIA
Ryan, Thomas W., Pvt	11007940	WIA
Silverwatch, Walter, PFC	6147909	WIA
Sloboda, John, Sgt	6977547	WIA
6th Pursuit Squadron		
Walczynski, Andrew A., SSgt	6802945	KIA
Collins, Walter L., Pvt	6397839	WIA
Falkenburg, Irwin A., SSgt	6719395	WIA
Kissel, George, Sgt	6979839	WIA
Montgromery, Frederick D., PFC	7026827	WIA
Restivo, Anthony B., SSgt	6889085	WIA
Richardson, Milroy L., Pvt	17001408	WIA
Rodriguez, Earl B., Pvt	11008147	WIA
Sampson, Roger F., PFC	11007674	WIA
Scheidt, Paul J., SSgt	6668704	WIA
Stanley, Richard C., Sgt	6987675	WIA
Tiffany, Horace J., Pvt	16003540	WIA
Ventress, Clifford C., Cpl	16040907	WIA
Wallace, Frank L., Pvt	6845163	WIA
Zeiss, Charles L., SSgt	6984022	WIA
19th Pursuit Squadron		
Bloxham, Robert W., Pvt	19010611	WIA
Hall, Rogers W., PFC	14004268	WIA
Hunter, Duncan, Sgt	6979365	WIA
Infantolino, Alfred A., SSgt	6145811	WIA
O'Brien, William H. Jr., Cpl	11007591	WIA
Sallick, George, SSgt	6851526	WIA
Thon, Hans S., Pvt	16021398	WIA
Wilson, Lowell R., Cpl	6993928	WIA

(Continued)

Name and Rank	Serial #	Status
	44th Pursuit Squadron	
Christiansen, Hans C., 2d Lt (KIA at Bellows Field)	0-406482	KIA
Whiteman, George A., 2d Lt (KIA at Bellows Field)	0-399683	KIA
Bishop, Samuel W., 1st Lt (WIA at Bellows Field)	0-396359	WIA
	73d Pursuit Squadron	
Barksdale, James M. SSgt	6887682	KIA
White, Edward M., Pvt	16012623	WIA
	78th Pursuit Squadron	
Horan, Vincent M., Cpl	6148539	KIA
Stacey, Morris, Sgt	6661840	KIA
Cossack, Michael T.,	6987369	WIA

26th Attack Sqdn attached to 18th Pursuit Group 1 Sep 1930 at Wheeler Fd.,T.H. Redesignated 26th Bombardment Sqdn (Medium) on 6 Dec 1939. Assigned to 11th Bombardment Group 1 Feb 1940 at Hickman Fd.,T.H. Redesignated 26th Bombardment Sqdn (Heavy) 11 Dec 1940. Returned to Wheeler Fd.,T.H. 20 Dec 1941.

	26th Bomb Squadron	
Bonnie, Felix, SSgt	R-1005587	KIA
Conant, Clarence A., Pvt	7003044	KIA
DePolis, Frank J., SSgt	6946517	KIA
Finney, Patrick L., Cpl	6268780	KIA
Gummerson, Elwood R., SSgt	6844737	KIA
Kechner, Vincent J., Pvt	6979463	KIA
Markley, Robert H., 2d Lt	0-424975	KIA
Pietzsch, Jay E., 2d Lt	0-426961	KIA
Tafoya, Antonio S., Cpl	6296794	KIA
Westbrook, Robert H. Jr., Pvt	7000318	KIA
Bise, Delmas F., PFC	6996842	WIA
Bowen, Frank W., SSgt	6657666	WIA
Brissenden, Harris, PFC	6799708	WIA
Conner, Fred R., Pvt	16017249	WIA
Craig, Charles W., Pvt	16017241	WIA
Even, Jerome A., Pvt	16003121	WIA
Fuller, Carl W., PFC	6925285	WIA
Irons, William E., PFC	6830499	WIA
King, Sherwood D., Pvt	11015087	WIA
Yarbrough, Thomas A., Cpl	6970441	WIA

42. *Major Ken Walker* ★

West Pointers dominated the senior posts in the Hawaiian Department but were rare in the junior air service. In 1940 the 18th Pursuit Group was commanded by a non-West Pointer, Major Kenneth N. Walker. A protege of General Billy Mitchell, he had won his wings in 1922 and pioneered the air mail routes. His highly polished and beautifully decorated P-36 was a prominent feature at local air shows. A dashing and colorful officer, Walker penned a bit of verse for the Group's song book:*

I HAVE TAKEN THE AIR AS I FOUND IT

I have taken the years as I found them;
I have looped and rolled in my time.
I have had some grand old cross-countries,
And most of the lot, they were fine.
But the end of it all, it were sudden.
I woke in a hospital bare,
With the echoes of borrowed time
Doing wing-overs in the air.
Now I have taken my fun where I've found it,
But now I must pay for that fun.
For the hours you spend in the sky jazzing,
Must be paid for one by one.
The doctors rebuilt my expression,
My walk is too painful to see.
So be warned by my lot,
Which I know you will not,
And learn about flying from me.

Walker's Group Operations Officer, Captain Kenneth P. Bergquist, was one of the Military Academy graduates within the flying fraternity. A 1935 alumnus of the Point, Bergquist had won his wings in 1936, served at Langley Field, then at Air Corps Headquarters where he studied air operations in the Spanish Civil War. Posted to Hawaii in June 1940, he lived with his wife and daughter in the quiet, pleasant atmosphere of Wheeler's married officer's quarters.

Most of the junior officers were housed in twos in bachelor quarters near the Wheeler Officer's Club, but a few adventurous souls like classmates Charlie Taylor and Sid Wharton, shared an apartment in Pearl City. Their small balcony provided a breathtaking view of Pearl Harbor, Ford Island and Battleship Row. It was destined to become an historic overlook.

• December 7, 1941 Bellows Field, TH,

Just about 0900, when Bishop, George Whiteman and Hans Christenson, the only pursuit pilots on the base, had mustered in their flying gear and were sprinting toward their planes, a nine plane formation was observed sweeping in from the north and lining up for a low level pass on the field.

Some first identified them as U.S. Navy aircraft but Christenson said to his ground crew, "They're coming at us." Zeros from **Hiryu** led by Lieutenant Sumio Nono scissored their way across Bellows spewing bullets and cannon shells. Christenson, preparing to get into his cockpit was felled next to the plane. Corporal Elmer Rund rushed to his aid and saw blood gushing from a fatal chest wound.

Whiteman was taxiing into take-off position when the Zeros were first spotted, and Bishop's plane was still being armed, but the latter decided to leave with only two wing guns loaded. Both P-40s were taxiing fast and avoided the first pass of Nono's Zeros.

1st Lt. George A. Whiteman, 44/18, KIA. (Mrs. Gayle Kent)

Whiteman first, then Bishop, turned their planes downwind, toward the ocean and began frantic take-off rolls. The Japanese fighters broke into separate flights and came back, now concentrating on the moving P-40s and jockeying for firing position.

Whiteman gained the air and climbed to about 100 feet with Zeros hounding him. "He tried to turn to the left," said Bishop. "and I saw a burst go right into his cockpit. His plane just keeled right over."

A non-com, Jack Martin, watched the P-40s sickening flat spin. "His plane hit in the beach dunes. I'll never forget the sound of that crunch. I wanted to vomit."

Seething with rage and fighting for his life, Bishop was flicking off shots before his wheels had been retracted.

> The only emotion was that I was mad, and I remember thinking at the time, "This is a hell of a mess." I was holding the trigger down all the time because the planes were all around me.

He snapped up his landing gear and hugged the water trying to gain speed, but the Zeros clung to him and literally beat his plane into Kailua Bay. Bishop crashed a half mile offshore, dazed, bruised, and with a bullet wound behind one knee, but got out of the plane, his Mae West keeping him afloat as he struggled toward the beach.

With potential aerial resistance removed, the nine Zeros returned for one last assault on Bellows. Elmer Rund had just helped put Christenson's body in an ambulance when he saw the attackers.

> They appeared in a straight line abreast, and all you could see was a solid wall of tracers coming at you. As I started to run and saw the tracers catching up, my whole life reeled before me. "This is the end." And I got on my knees and asked God to spare me. I would do anything he wanted. The tracers went right over my head.

Despite the deadly Zeros, acts of cold bravery were common. As the P-40s were overwhelmed, Jack Martin and Sergeant Kepler stood in the open firing pistols at the enemy aircraft. Staff Sergeant Cosmos Manning hefted a wheeled fire extinguisher and sprinted to Whiteman's burning plane. A swarm of others followed him in a futile rescue effort. Whiteman was dead. An 11 year old Hawaiian boy spotted Bishop in the surf and swam out to help him.

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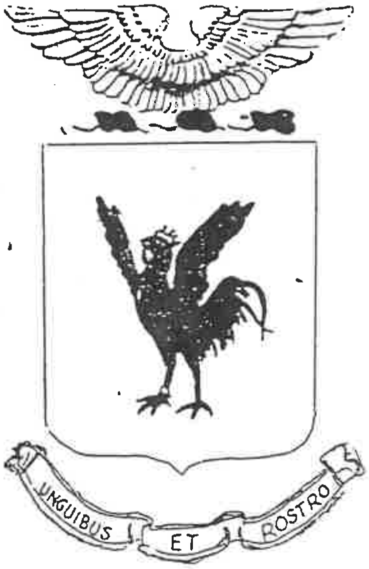
* As a Brigadier General commanding Fifth Bomber Command, Walker would win the Medal of Honor and be lost leading a raid on Rabaul in January 1943. ★

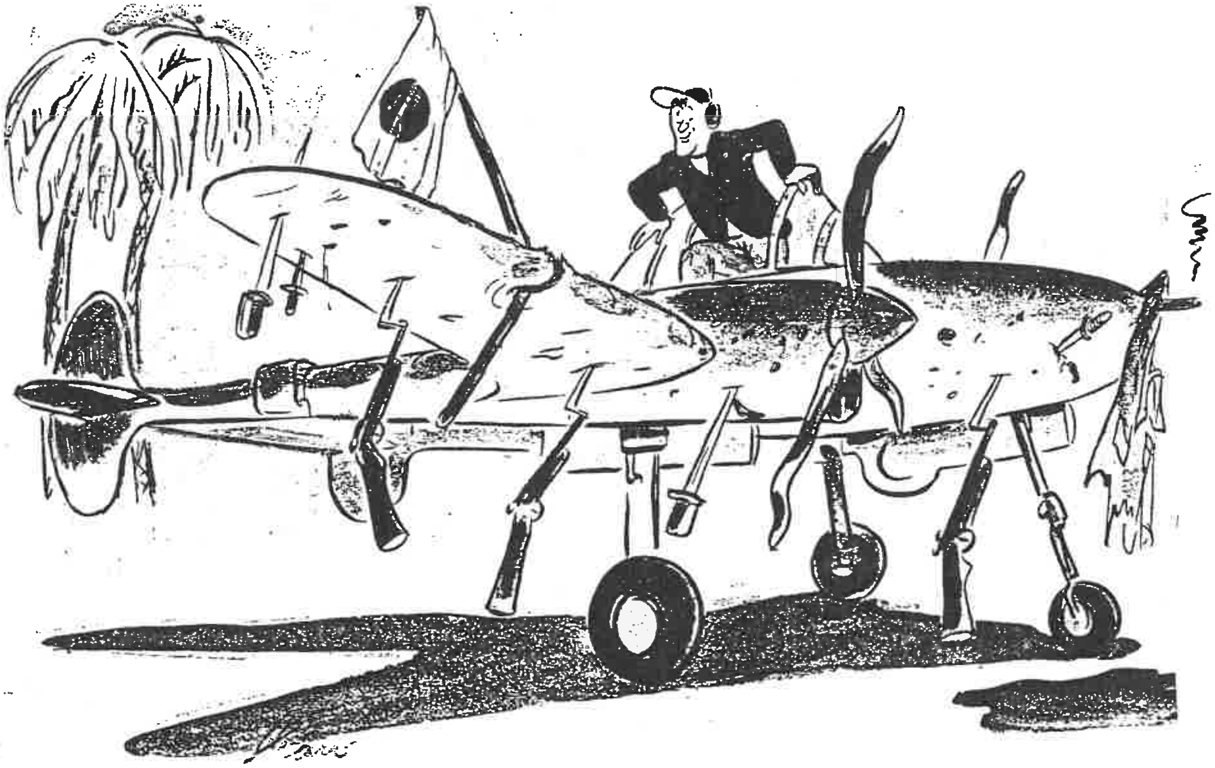
CHAPTER TWO

18th FIGHTER GROUP

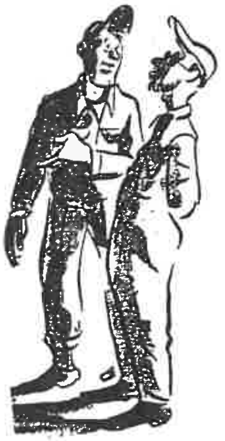

UNGUIBUS
ET
ROSTRO

Redesignated 18th Fighter Group in 1942.

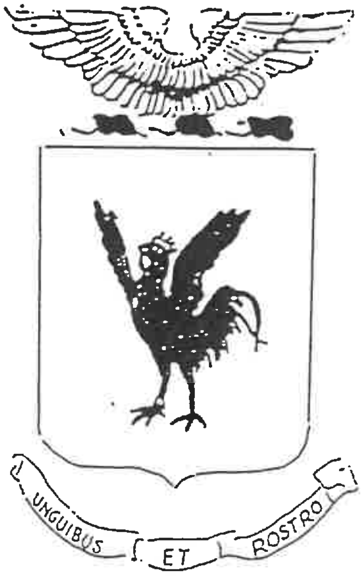
Write Lockheed Aircraft Corporation, Burbank, California, Dept. 865, for free reproduction of Lt. Kohn's illustration.



"Lt. Toggletwitch really likes to get down into the fight!"



18th FIGHTER GROUP



INSIGNE. *Shield:* Or, a fighting cock with wings displayed sable wattled and combed gules. *Crest:* On a wreath or and sable two wings conjoined and displayed tenne (orange). *Motto:* UNGUIBUS ET ROSTRO—With Talons and Beak. (Approved 21 Feb 1931.)

Organized as 18th Pursuit Group in Hawaii in Jan 1927. *Redesignated* 18th Pursuit Group (Interceptor) in 1939, and 18th Fighter Group in 1942. Before World War II the group engaged in routine flying and gunnery training and participated in joint Army-Navy maneuvers, using DH-4, PW-9, P-12, P-26, P-36, and other aircraft. When the Japanese attacked Pearl Harbor on 7 Dec 1941, the group, which had recently converted to P-40's, sustained severe losses. The two planes that its pilots were able to get into the air during the attack were quickly shot down. The group, assigned to Seventh AF in Feb 1942, had to be re-equipped before it could resume training and begin patrol missions.

Moved to the South Pacific in Mar 1943. Assigned to Thirteenth AF. Began operations from Guadalcanal. Flew protective patrols over US bases in the Solomons; later, escorted bombers to the Bismarcks, supported ground forces on Bougainville, and attacked enemy airfields and installations in the northern Solomons and New Britain. Used P-38, P-39, P-61, and P-70 aircraft. Moved to New Guinea in Aug 1944. Equipped with P-38's. Escorted bombers to targets in the southern Philippines and Borneo, and attacked enemy airfields and installations in the Netherlands Indies. Received a DUC for actions at Ormoc Bay: on 10 Nov 1944 the group withstood intense flak and vigorous opposition from enemy interceptors to attack a Japanese convoy that was attempting to bring in additional troops for use against American forces that had landed on Leyte; on the following day a few of the group's planes returned to the same area, engaged a large force of enemy fighters, and destroyed a number of them. Moved to the Philippines in Jan 1945. Supported ground forces on Luzon and Borneo, attacked shipping in the central Philippines, covered landings on Palawan, attacked airfields and railways on Formosa, and escorted bombers to such widely-scattered targets as Borneo, French Indochina, and Formosa.

Remained in the Philippines as part of Far East Air Forces after the war. Flew patrols and trained with F-80's. Lost all personnel in Mar 1947 but was remanned in Sep 1947. Equipped first with F-47's, later with F-51's, and still later (1949) with F-80's. *Redesignated* 18th Fighter-Bomber Group in Jan 1950.

Moved to Korea in Jul 1950 and entered combat, using F–51's. Supported UN ground forces and attacked enemy installations and supply lines. Maj Louis J Sebille was posthumously awarded the Medal of Honor for his action on 5 Aug 1950: although his plane was badly damaged by flak while attacking a concentration of enemy trucks, Maj Sebille continued his strafing passes until he crashed into an armored vehicle. The group converted to F–86's early in 1953 and remained in Korea for some time after the war. Moved to Okinawa in Nov 1954.

SQUADRONS. *6th:* 1927–1943. *12th:* 1943–. *19th:* 1927–1943. *36th:* 1931–1932. *44th:* 1941–1942, 1943–. *55th:* 1931. *67th:* 1945–. *68th:* 1945–. *70th:* 1943–1945. *73d:* 1929–1931, 1941–1942. *74th:* 1929–1932. *78th:* 1940–1943. *333d:* 1942–1943. *419th:* 1943–1944. 26Atk:1930-1940

STATIONS. Wheeler Field, TH, Jan 1927; Espiritu Santo, 11 Mar 1943; Guadalcanal, 17 Apr 1943; Sansapor, New Guinea, 23 ~~1945~~; San Jose, Mindoro, c. 1 Mar 1945; Zamboanga, Mindanao, 4 May 1945; Palawan, 10 Nov 1945; Floridablanca, Luzon, Mar 1946; Clark Field, Luzon, 16 Sep 1947; Taegu, Korea, 28 Jul 1950; Ashiya, Japan, 8 Aug 1950; Tongnae, Korea, 8 Sep 1950; Pyongyang, Korea, c. 21 Nov 1950; Suwon, Korea, 1 Dec 1950; Chinhae, Korea, 9 Dec 1950; Hoengsong, Korea, 26 Dec 1952; Osan-Ni, Korea, 11 Jan 1953; Kadena AB, Okinawa, 1 Nov 1954–.

COMMANDERS. Unkn, 1927–1940; Maj Kenneth M Walker, 22 Mar 1940; Maj William R Morgan, 1941; Lt Col Aaron W Tyer, Dec 1941; Lt Col W H Councill, 10 Dec 1943; Col Milton B Adams, 8 Jul 1944; Col Harry L Donicht, 24 May 1945; Lt Col Bill Harris, 1 Aug 1945; Lt Col Wilbur J Grumbles, 18 Oct 1945–unkn; Col Victor R Haugen, 1946; Col Homer A Boushey, 7 Aug 1946–Mar 1947; Maj Kenneth M Taylor, 16 Sep 1947; Lt Col Joseph J Kruzel, 1 Oct 1947; Col Marion Malcolm, 3 Sep 1948; Lt Col Henry H Norman Jr, 24 Jul 1949; Col Ira L Wintermute, 16 Jun 1950; Lt Col Homer M Cox, 20 Feb 1951; Col William P McBride, May 1951; Col Ralph H Saltsman Jr, 5 Jun 1951; Col Seymour M Levenson, 30 Nov 1951; Col Sheldon S Brinson, 17 May 1952; Lt Col Albert J Freund Jr, 25 Nov 1952; Col Maurice L Martin, 24 Jan 1953; Lt Col Edward L Rathbun, 17 Dec 1953; Col John H Buckner, 1 Feb 1954; Lt Col Edward L Rathbun, 24 May 1954; Lt Col Clifford P Patton, 17 Aug 1954; Col Nathan J Adams, 7 Sep 1954; Col John B Murphy, 1 Nov 1954; Lt Col Clifford P Patton, 10 Nov 1954; Col Paul E Hoeper, 1 Jan 1955; Lt Col Joseph E Andres, 22 Jul 1955; Col Leo C Moon, 21 Nov 1955–.

CAMPAIGNS. *World War II:* Central Pacific; China Defensive; New Guinea; Northern Solomons; Bismarck Archipelago; Western Pacific; Leyte; Luzon; Southern Philippines. *Korean War:* UN Defensive; UN Offensive; CCF Intervention; 1st UN Counteroffensive; CCF Spring Offensive; UN Summer-Fall Offensive; Second Korean Winter; Korea Summer-Fall, 1952; Third Korean Winter; Korea Summer-Fall, 1953.

DECORATIONS. Distinguished Unit Citations: Philippine Islands, 10–11 Nov 1944; Korea, 3 Nov 1950–24 Jan 1951; Korea, 22 Apr–8 Jul 1951. Philippine Presidential Unit Citation. Republic of Korea Presidential Unit Citations: 24 Jul 1950–31 Jan 1951; 1 Feb 1951–31 Mar 1953.

SEVENTH AIR FORCE HISTORY

The first command of the U.S. Army Air Force to be engaged in action in World War II was the Hawaiian Air Force. Its two hundred and thirty-one planes (12 B-17D's, 33 B-18s, 12 A-20A's, 99 P-40B/C's, 39 P-36A's, 14 P-26A/B's and 22 miscellaneous types) were based at Hickam, Bellows and Haleiwa Fields on Oahu in the Hawaiian Islands when the Japanese launched their sneak attack against Navy and Army centers in the Islands on the morning of 7 December 1941. By noon of that day, 4 B-17s, 12 B-18s, 2 A-20s, 40 P-40s, 2 P-36s, 6 P-26s and 5 other planes had been destroyed on the ground by the Japanese attack, and 2 P-40s and 2 P-36s had been lost in air combat. Other P-40s and P-36s had shot down ten Japanese planes, Lt. George Welch in two actions destroying three Val dive bombers and one Zero fighter.

From 7 December, the Hawaiian Air Force was on constant alert against another Japanese attack, which never came, while its units — 5th and 11th Bomb Groups, 15th and 18th Pursuit (later Fighter) Groups and the 58th Bomb Squadron (Light) — were reequipped and brought back up to strength. For the next six months, the fighters were constantly ready to intercept any new attack, and the bombers flew endless search missions. These over-water search flights were excellent training and were supplemented by training flights to Johnston Island, a small coral atoll some 714 nautical miles southwest of Oahu.

The Hawaiian Air Force undertook its first offensive mission on 1 January 1942, when a lone B-17 flew from Oahu to Midway Island, refuelled, went on to Wake Island, which had fallen a week before to the Japanese, took photos and returned to Oahu via Midway, completing a 4,000 mile mission with only fifteen minutes fuel supply remaining aboard.

On 5 February 1942, the Hawaiian Air Force was redesignated the Seventh Air Force. The new command carried on the same duties as its predecessor. Then on 30 May 1942, fifteen B-17s of the 5th and 11th Bomb Groups flew forward to take up temporary station on Midway. Intelligence had cracked the Japanese code and learned that the Japanese fleet was preparing a mighty strike to take Midway. The B-17s were thus set for action as all available U.S. air and naval forces were gathered together in defense of Midway. The Fortresses started flying long sea searches on 31 May, looking for the enemy fleet in conjunction with Navy PBY's.

SEVENTH AIR FORCE TACTICAL UNIT HISTORY

	1942	1943	1944	1945
FIGHTER SQUADRONS	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A
6th FS/NFS ●	18th FG —	— 15th FG as 6th NFS	VII FC —	—
12th FS ●	15th FG to	18th FG and	13th AF	
19th FS ●	18th FG —	— 318th FG —	—	—
44th FS ●	18th FG 318th	to 18th FG and	13th AF	
45th FS	15th FG —	—	—	—
46th FS	15th FG —	—	— 21st FG —	—
47th FS	15th FG —	—	—	—
72nd FS	15th FG — 318th FG —	—	— 21st FG —	—
73rd FS ●	18th FG — 318th FG —	—	—	—
78th FS ●	18th FG —	— 15th FG —	—	—
333rd FS ●	18th FG	318th FG —	—	—
531st FS	Was 58th BS of	7th AF Was 531st FBS	21st FG —	—
548th NFS			VII FC	—
● 549th NFS			VII	FC —
FIGHTER GROUPS				
15th FG	P-39, P-40 —	— P-47D	—	P-51D —
● 18th FG	P-39, P-40 —	— to 13th AIR FORCE		
21st FG			P-39, P-38 —	P-51D —
318th FG	P-39, P-40	— P-47D	— +P-38	— P-47N —

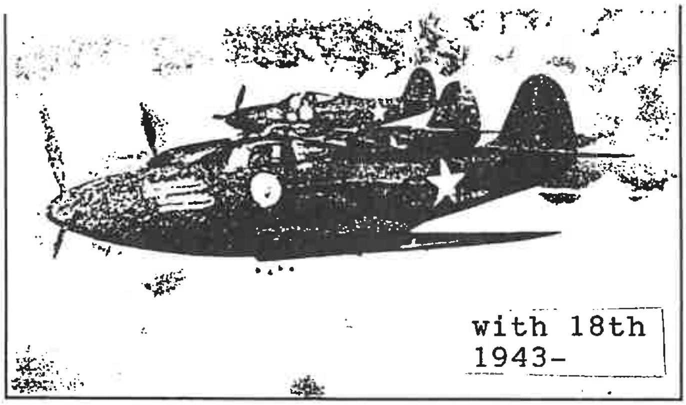
PAUL S. BECHTEL
913 OSPREY DRIVE
MELBOURNE, FLORIDA 32940
407-255-9508

December 16, 1994

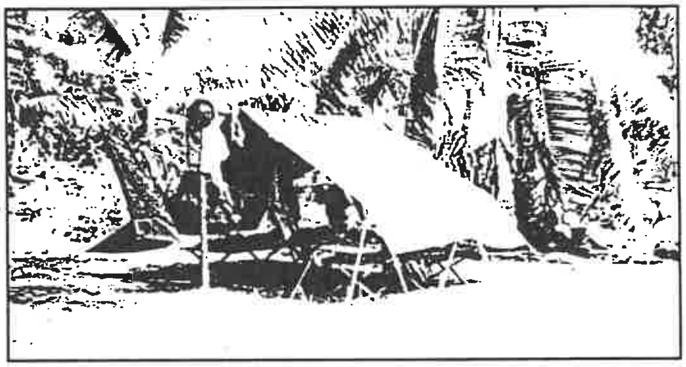
Mr. Martin H. Boisen
8861 Beech Avenue
Chula Vista, California 91911

Dear Martin,

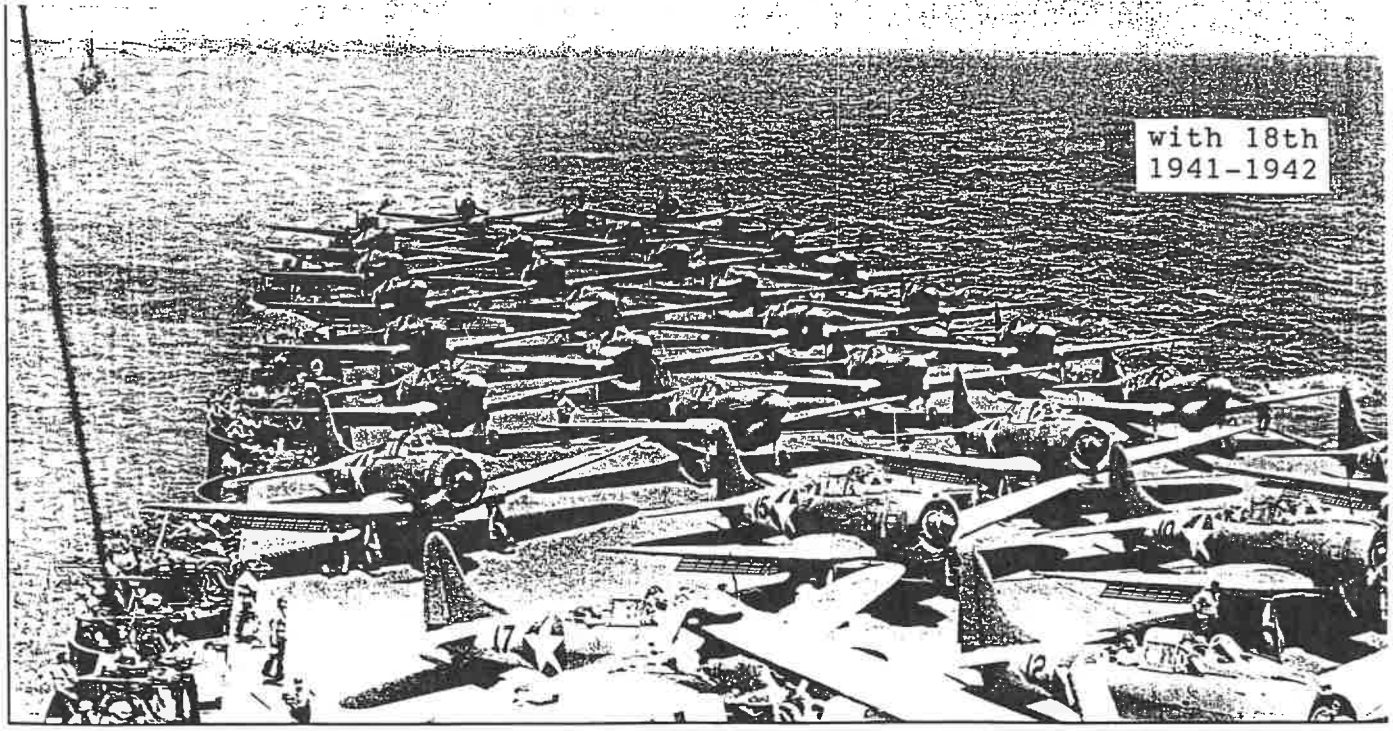
I enjoyed our telephone conversation today and hope that I can give you some help in your efforts to "fill out" some of the 18th Pursuit (Fighter) Group's history. In the interests of getting acquainted, I was assigned to the 31st Pursuit Group, the first offshoot of the 1st Pursuit Group, at Selfridge, when I graduated from Kelly. I later became part of the 50th Pursuit Group, an offshoot of the 31st Group, and joined their 12th Squadron a week or two before we shipped out for the Pacific (first stop- Christmas Island.).



P-39D flight of 12th Fighter Sq. over Christmas Island, February 1942. (Paul Bechtel)



12th Fighter Sq. has a campout on Christmas Island, February 1942. (Paul Bechtel)



P-40Ks of 73/18 preparing to takeoff from Saratoga behind a Marine SBD unit on 25 June 1942 off Midway Island. (National Archives)

333d FIGHTER

EMBLEMS ⟶

333rd Fighter Sq.
(Until 1943)

333rd Fighter Sq.
(From 1944)

LINEAGE. Constituted 333d Fighter Squadron on 18 Aug 1942. Activated on 23 Aug 1942. Inactivated on 12 Jan 1946. Redesignated 131st Fighter Squadron, and allotted to ANG, on 24 May 1946.

ASSIGNMENTS. 18th Fighter Group, 23 Aug 1942; 318th Fighter Group, 11 Jan 1943–12 Jan 1946.

STATIONS. Bellows Field, TH, 23 Aug 1942; Canton, 11 Sep 1942; Hilo, TH, 6 Apr 1943; Bellows Field, TH, 28 Jul 1943; Saipan, 6 Jul 1944; Ie Shima, 30 Apr 1945; Okinawa, Nov–Dec 1945; Ft Lewis, Wash, 11–12 Jan 1946.

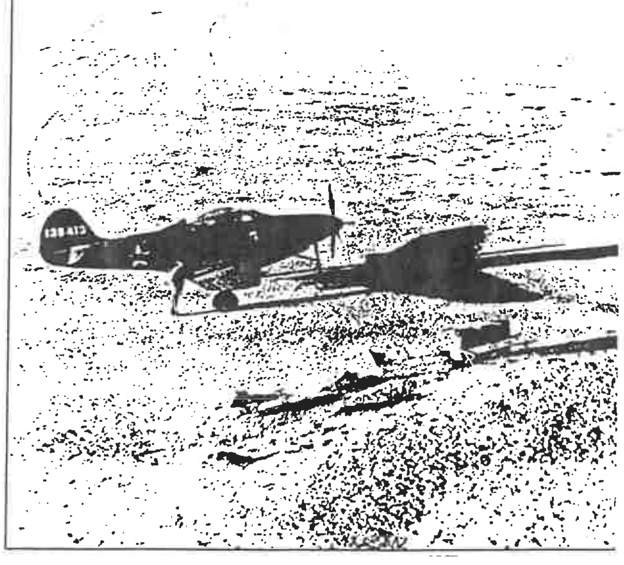
AIRCRAFT. P-39, 1942–1944; P-47, 1944–1945; P-38, 1944–1945.

OPERATIONS. Patrols over the Pacific, Sep 1942–Jul 1943. Replacement training, Jul 1943–June 1944. Combat in Western Pacific, 20 Jul 1944–14 Aug 1945.

SERVICE STREAMERS. None.

CAMPAIGNS. Air Offensive, Japan; Eastern Mandates; Western Pacific; Ryukyus; China Offensive; Air Combat, Asiatic-Pacific Theater; Antisubmarine, Asiatic-Pacific Theater.

DECORATIONS. None.

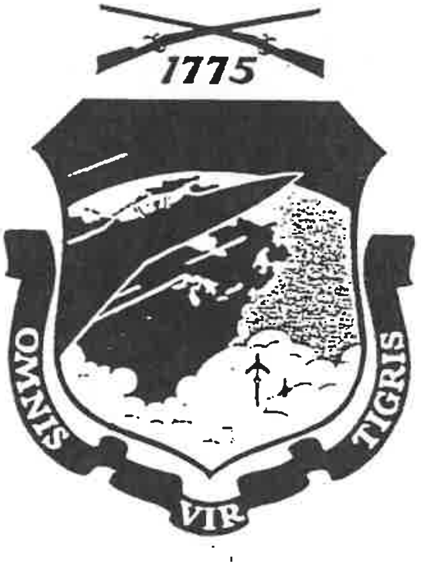


Canton Atoll and P-39D of 333/318. (USAF)

with 18th
1942-1943

Capt. Judge Wolfe, 333/318, fattened his score to nine confirmed victories on Ie Shima by 12 June 1945. (USAF)

318th FIGHTER GROUP



Insigne. *Shield:* The upper part blue, with one small aircraft gray with white trail; the center part a portion of the globe showing the Northeastern portion of the Western Hemisphere in green and light blue with the North Pole in white and across it the front part of a gray aircraft with white outline and cockpit, firing three black rockets, tail flashes red, trails white, all headed toward upper right; in lower part on a bank of white clouds two small black aircraft climbing vertically, all within a red border. *Motto:* OMNIS VIR TIGRIS—Every Man a Tiger. (Approved 11 Jan 1954.)

Constituted as 318th Pursuit Group (Interceptor) on 2 Feb 1942. *Redesignated* 318th Fighter Group in May 1942. *Activated* in Hawaii on 15 Oct 1942. Assigned to Seventh AF. Trained and flew patrols, using P-39, P-40, and P-47 aircraft. Moved to the Marianas in Jun 1944. Supported ground forces on Saipan, Tinian, and Guam; attacked enemy airfields; flew protective patrols over US bases; and, using some P-38's acquired in Nov 1944, flew missions to the Volcano and Truk Islands to escort bombers and to attack Japanese bases. Moved to the Ryukyu Islands in Apr 1945. Used P-47's to bomb and strafe airfields, railroad bridges, and industrial plants in Japan, escort bombers to China, and provide air defense for US bases in the Ryukyus. Assigned to Eighth AF in Aug 1945, shortly after V-J Day. Moved to the US, Dec 1945–Jan 1946. *Inactivated* on 12 Jan 1946.

Redesignated 102d Fighter Group. Allotted to ANG (Mass) on 24 May 1946. Extended federal recognition on 22 Oct 1946. *Redesignated* 102d Fighter-Interceptor Group in Aug 1952.

Squadrons. *19th:* 1943–1946. *44th:* 1942–1943. *72d:* 1942–1944. *73d:* 1942–1946. *333d:* 1943–1946.

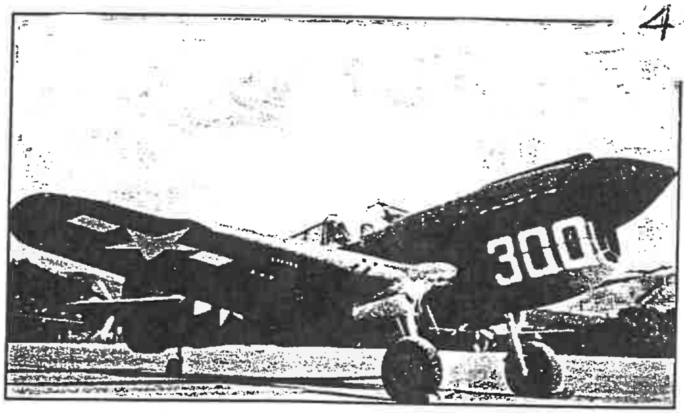
Stations. Hickam Field, TH, 15 Oct 1942; Bellows Field, TH, 9 Feb 1943; Saipan, Jun 1944; Ie Shima, c. 30 Apr 1945; Okinawa, Nov–Dec 1945; Ft Lewis, Wash, 11–12 Jan 1946.

Commanders. Col Lorry N Tindal, 20 Oct 1942; Lt Col Charles B Stewart, 3 Mar 1943; Col Lewis M Sanders, 21 Aug 1943; Lt Col Harry C McAfee, 31 Jul 1945; Maj Glen H Kramer, 5 Oct 1945; Maj Burton M Woodward, 22 Oct 1945–unkn.

Campaigns. Air Offensive, Japan; Eastern Mandates; Western Pacific; Ryukyus; China Offensive.

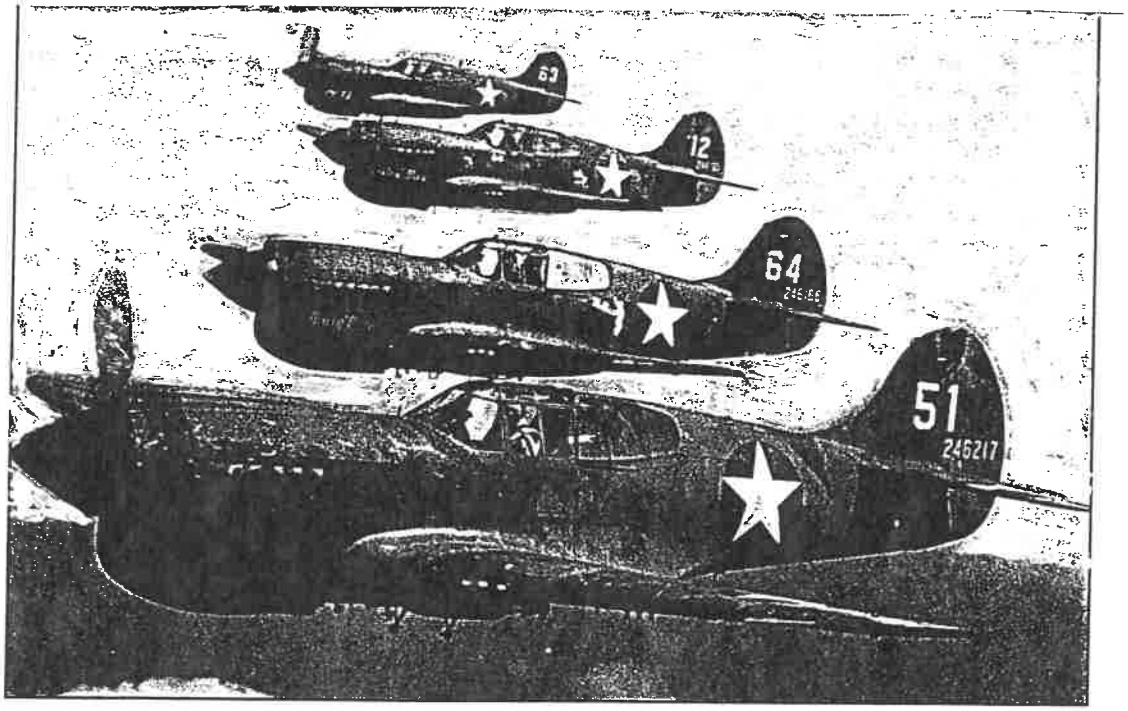
Decorations. None.

Capt. Harry McAfee, Ops Officer 19th Fighter Sq, and CO Maj Gus Ahola (in cockpit) in April 1943 on Oahu. (Gus Ahola)



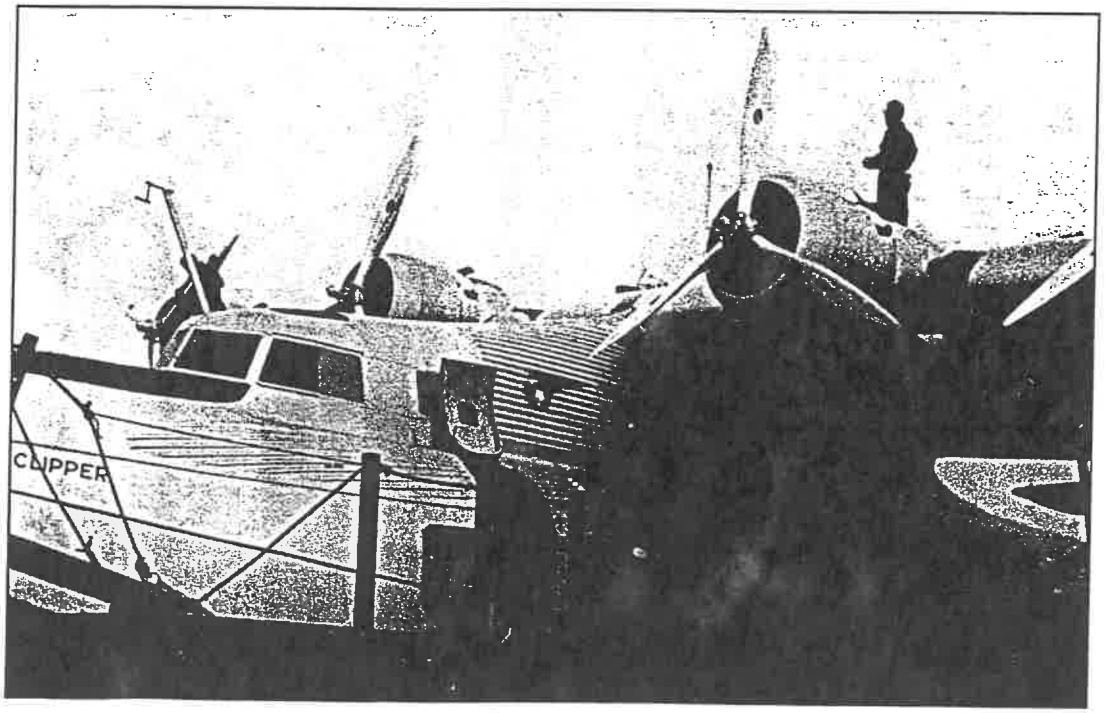
This rare, four gun P-40D, shown at Bellows Field in 1943, was personal aircraft of 318th Group CO. (Joe Maita)

with 18th
1927-1943

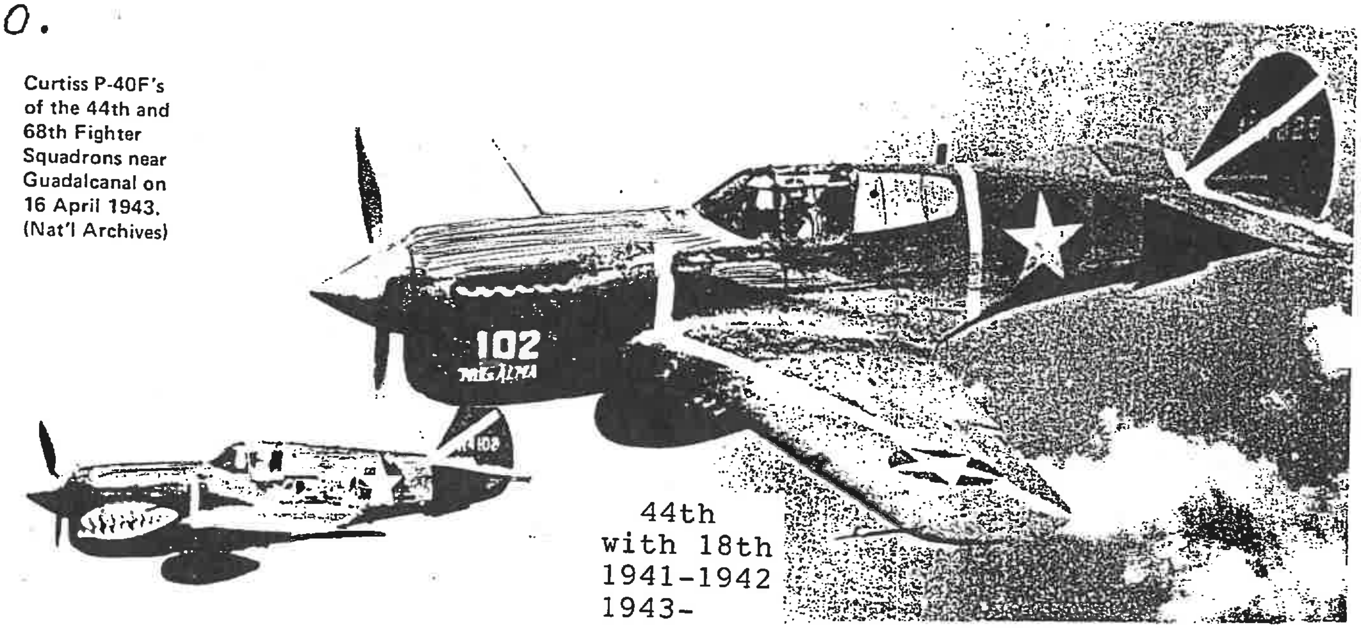


with 18th
1940-1943

P-40Ks of 78/15 over Midway, in April 1943. (National Archives)



Sikorsky S-42, the venerable "China Clipper" at Midway in early 1943. (R.W. Moore)



Curtiss P-40F's of the 44th and 68th Fighter Squadrons near Guadalcanal on 16 April 1943. (Nat'l Archives)

44th
with 18th
1941-1942
1943-

VAMPIRE SQUADRON - Bill Starke

March 1943

THE 18th FIGHTER GROUP ARRIVES

The 18th Fighter Group was organized 11 January, 1927 at Wheeler Field, Oahu. It was composed of 6th and 19th Pursuit Squadrons, both formed in the early days of World War I. They were then the 6th Aero Squadron, Signal Corps 1917, and the 19th Aero SQuadron, Signal Corps 1917. The history of the 18th Fighter Group was largely the history of Wheeler Field because the Commander of Wheeler Field was often also the Commander of the 18th Fighter Group.

The 18th Fighter Group left Wheeler Field, Hawaii, on 6 March, 1943. After stopping at Canton and the Fiji Islands, the group reached Espirito Santo in the New Hebrides on 11 March. The group remained there until 17 April, when it moved by air to Guadalcanal and became part of the newly organized 13th Air Force, along with the 347th Fighter Group.

Kukum Field, on Guadalcanal had been built by the Seabees (Navy construction batallion). The field ran parallel with the beach two or three miles north of Lunga Beach, where the marines had stormed ashore a few months earlier. The runway was constructed in a coconut plantation (rumored to be owned by Lever Bros.) on a rather narrow coastal plain and immediately behind the runway a series of small hills rose abruptly. The 44th Squadron was quartered on a ridge overlooking the airstrip where screened in tents and Quonset huts were erected for pilots and ground crews. The Mess Hall, included a ping pong table, books, magazines, and a radio phonograph. The camp, of course, didn't compare with the Navy officers quarters, or even their enlisted men's, but it was adequate.

There was very little contact with enemy aircraft during the month of March, 1943. The P-38s, P-39s and P-40s continued to make routine patrols over the Russells and local patrols over Guadalcanal, but things were relatively quiet and it was a welcome relief from exhausting tension of combat missions.

On 14 April, the 44th Fighter Squadron, the 12th Fighter Squadron, and the 70th Fighter Squadron became a part of the 18th Fighter Group. The 70th was transferred from the 347th Fighter Group to the 18th Fighter Group. Although the 44th had its headquarters in Efate, the 70th at Fiji, and the 12th at Guadalcanal, pilots of all three squadrons had been taking part in combat from Fighter Two airstrip. (also called Kukum Field) on Guadalcanal.

Those were the days when urgent needs of the war cut across squadron organizations and pilots of all three squadrons were "pooled" with pilots of the 339th, the 67th, and the 68th Fighter Squadrons of the 347th Fighter Group and flew combat missions together.

In a 44th Squadron summary report for combat activities for the period 19 January to 1 October, 1943, the following information is recorded:

> Award of the Legion of Merit:
>
> Lt. Col. Kermit A. Tyler — "for exceptionally meritorious conduct in the performance of outstanding services as operations officer of a Fighter Command in the Solomon Islands area from 25 July to 20 November, 1943. Successfully co-ordinating the many types of fighter aircraft operated by the United States Army, Navy and Marine Corps and New Zealand forces, Colonel Tyler displayed outstanding judgement in the assignment of missions for maximum efficiency in bomber escorts, air cover for shipping, ground support and area patrol. His broad knowledge of fighter tactics and of the special capabilities of his aircraft and personnel contributed materially to the combat efficiency of the command."

THIRTEENTH AIR FORCE HISTORY

With the gracious permission of its author, Kenn C. Rust, these excerpts tell how the 18th GROUP (with our Rooster) acquired the battle-hardened 12th, 44th, and 70th FIGHTER SQUADRONS: the book relates many joint actions with the 347 FIGHTER GROUP.

Following their opening assaults of World War II on 7 and 8 December 1941, Japanese forces swept through the Philippines, Malaya and the Netherlands East Indies. As they moved inexorably southward into New Guinea and toward Australia, Australia quickly became the rallying point for Allied defensive efforts. Its one direct link with the United States and its sole route of supplies was through the South Pacific. It was across that vast tropical ocean area that the first Army Air Force reinforcements travelled to the continent down under. Most would stay there to become a part of the Fifth Air Force.

A few units would take up station in the South Pacific Theater, that area of the great ocean below the equator and east of Australia and New Guinea or, as it came to be defined, east of the 159th meridian. To the west, Australia, New Guinea, New Britain and New Ireland were in the Southwest Pacific Theater.

The South Pacific included New Zealand, New Caledonia, the Fiji Islands, the New Hebrides and the eastern Solomon Islands. Protection of the supply route to Australia — a route that ran from the U. S. West Coast to Hawaii then south past Canton Island to the Fijis and New Caledonia to Brisbane on Australia's east coast — was the first concern of the South Pacific Theater and the few naval and air units assigned to it.

Two days before Pearl Harbor, the 70th Fighter Squadron sailed from San Francisco for the Philippines, only to return after the attack on the Hawaiian Islands. Early in the new year the 70th sailed again and arrived at Suva, Fiji Islands on 29 January 1942. It found itself in a tropical paradise in the British controlled Fijis, amidst islands fringed by coral reefs, offering many bays and harbors, and with mountains and volcanic peaks, rivers, mangrove swamps and high plateaus and rolling plains. Near Suva, at Nausori airdrome built by New Zealand engineers at the end of 1941, the 70th Fighter Squadron took up station and began assembling 25 P-39s in February. By the end of the month the Squadron was flying air defense patrols over the Fijis.

Among the first AAF units to reach Australia were the 67th and 68th Fighter Squadrons. The 67th arrived at Melbourne, stayed briefly and then was shipped to the French colony of New Caledonia. The Vichy French governor had been overthrown in early 1942 by Free French forces, and with American support the Free French ruled the island. With a mixed native and European population and a French culture, New Caledonia was an island of rugged mountains reaching down to a coast from which coral reefs stretched out into the brilliant semi-tropical ocean beyond.

On 17 March, two days after its arrival, the 67th moved from the great harbor at Noumea to Tontouta Air Base, thirty miles northwest. The airfield had originally been constructed by the French in 1936 and was in the process of being rebuilt and expanded. On the docks at Noumea were 45 P-400s in crates. They were hauled to Tontouta and erected there by 67th mechanics who had never before worked on a P-400. In four weeks thirty were assembled. By the end of March, when the first planes were ready and pilots were being checked out in them, the Squadron began patrolling the skies over New Caledonia.

The 68th Fighter Squadron arrived at Brisbane early in March, set up camp at the Ascot Race Track then moved to Amberley Field near Ipswich on 16 March. There the ground crews assembled P-39s and P-400s, many of which were ferried by Squadron pilots to other airfields in Australia. In May, the 68th sailed to Tongatabu, an island in the Tonga group about 530 miles ESE of Suva, took up station there on 16 May 1942 and assembled and equipped with P-40E's.

Air protection of the supply route to Australia was then in the hands of four fighter squadrons — the 68th at Tongatabu, the 67th on New Caledonia, the 70th in the Fijis, and the 12th Fighter Squadron at Christmas Island, just above the equator and some 2,200 miles NE of Suva. The 12th was a squadron of the 50th Fighter Group, based at Key Field, Mississippi, which had been sent out to the Pacific alone with its P-39s. In August it would be assigned to the 15th Fighter Group of the Seventh Air Force in Hawaii.

While the various AAF air units were taking up station in the South Pacific, command of the Theater was placed in the hands of Vice Adm. Robert L. Ghormley, who on 13 April 1942 became COMSOPAC. Command of air units — AAF, Navy and Marine — was given to Rear Adm. John S. McCain, who became COMAIRSOPAC on 20 May 1942.

The number of AAF units was also increasing. During the crisis of mid-November, two Seventh Air Force fighter Squadrons had been ordered to the South Pacific. The 12th Fighter Squadron with P-39s arrived at Efate in the New Hebrides from Christmas Island on 19 November, while the 44th Fighter Squadron with P-40s arrived there three days later from Hawaii. By the end of the year, detachments from both were operating from Guadalcanal with three other squadrons.

Late in November, the 68th FS had sent a detachment of P-40s up to Cactus, and by 8 December the entire squadron was based at Fighter Two, newly finished and built mostly of coral, located just west of Henderson. A detachment of the 70th FS began operations from the island on 21 December. The following day, the pioneer 67th FS moved back to New Caledonia for rest and rehabilitation. Thus at year's end the 339th with P-38s, the 12th and 70th with P-39s, the 44th with P-40s and the 68th with P-39s and P-40s were operating from the fighter fields on Guadalcanal.

On 13 January 1943, the Thirteenth Air Force was activated at Noumea, New Caledonia under Maj. Gen. Nathan F. Twining. Eight days later he moved his headquarters to Espiritu Santo where it remained for a year. Also activated on the 13th were XIII Bomber Command, under Col. Harlan T. McCormick, and XIII Fighter Command, under Col. (soon Brig. Gen.) Dean C. Strother. The staffs of all three commands were extremely small, and there was no functioning service command until the last half of 1943.

Operational control of the Thirteenth Air Force's combat units, previously exercised by the Marine general in command of Marine air units on Guadalcanal, was in the hands of Command Air Solomons, a sub-command of COMAIRSOPAC, formed on 15 February 1943. COMAIRSOLS controlled all Army, Marine, Navy and New Zealand air units in the Solomons, and its commanders were drawn from among the U. S. services., The first commander was Rear Adm. Charles P. Mason and he was followed by: Rear Adm. Marc A. Mitscher on 4 April 1943; Maj. Gen. Nathan F. Twining on 25 July 1943; Maj. Gen. Ralph J. Mitchell, USMC, on 20 November 1943; Maj. Gen. Hubert R. Harmon, AAF, on 15 March 1944; and by two more Marine generals into June 1944.

COMAIRSOLS was divided into four sub-commands. Its Fighter Command (under which the Thirteenth's 347th FG with its 67th, 68th, 70th and 339th Squadrons and the 12th and 44th FS's operated) handled air defense for all forces, flew assault missions and provided escort for air, naval and some Strike Command operations. Its Bomber Command (consisting mainly of the Thirteenth's 5th and 11th Groups and 69th and 70th BS's) carried out attacks against enemy surface forces and installations. Its Strike Command (mainly Marine) flew low level attacks against Japanese surface units and airfields. And its Search Command kept an eye on all enemy activities.

Not until 1944 did the Thirteenth exercise operational control of its fighter and bomber units. And even then, in a theater requiring a high degree of integration of all forces, the Thirteenth still did not function entirely on its own. In April 1944, its forward units were formed into the Thirteenth Air Task Force and placed under the Fifth Air Force Advanced Echelon. Then on 15 June 1944, the Thirteenth became a part of the Far East Air Forces, which included the Fifth Air Force and was commanded by Lt. Gen. George C. Kenney, former CG of the Fifth.

The first new unit to join the Thirteenth after its activation was the 18th Photo Mapping (later Combat Mapping) Squadron. Equipped with B-25s modified for photo work, and a part of the 4th Photo Group, the Squadron arrived at New Caledonia on 20 January 1943. It moved up to Espiritu Santo on 2 February and went operational from there on the 14th of April.

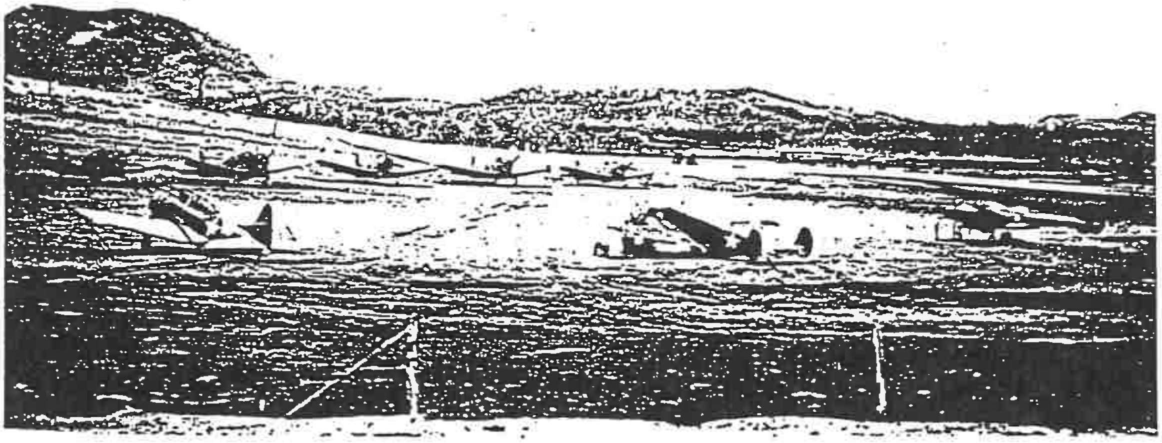
Initial action for the Thirteenth Air Force came on 15 January. That afternoon, having flown up The Slot, a formation of B-17s escorted by P-38s, P-39s and P-40s attacked five destroyers 37 miles SE of Faisi. As they approached a number of float biplanes, most if not all of them Petes, attempted to intercept the mission. A flight of four 68th Fighter Squadron P-40s engaged nine and shot all of them down. Lts. Kennedy, Smith and Webb each got two, and Lt. Huff downed three. The P-39s of the 70th Fighter Squadron also got in on the action, Lts. Cosart and Hendrix each getting one float biplane and Capt. Rivers downing two.

On 11 March 1943, the 18th Fighter Group Headquarters was transferred without units from the Seventh to the Thirteenth Air Force and established itself on Espiritu Santo. On the 30th of March, the 12th and 44th Fighter Squadrons were assigned to the 18th, and the 70th FS was transferred to it from the 347th Fighter Group. From then on the Thirteenth had two fighter groups with three squadrons assigned to each. Two and a half weeks later, 18th Headquarters moved up to Guadalcanal.

Thirteenth fighter operations in March were a series of escorts, patrols and some strikes. Enemy aircraft were met on only two occasions. On 6 March, in the first enemy raid on the Russells, 67th P-39s downed four Vals. The Japanese tried it again on the 10th, and P-39s of the 70th claimed one Val and three Zeros without loss. One fighter strike during this period was noteworthy.

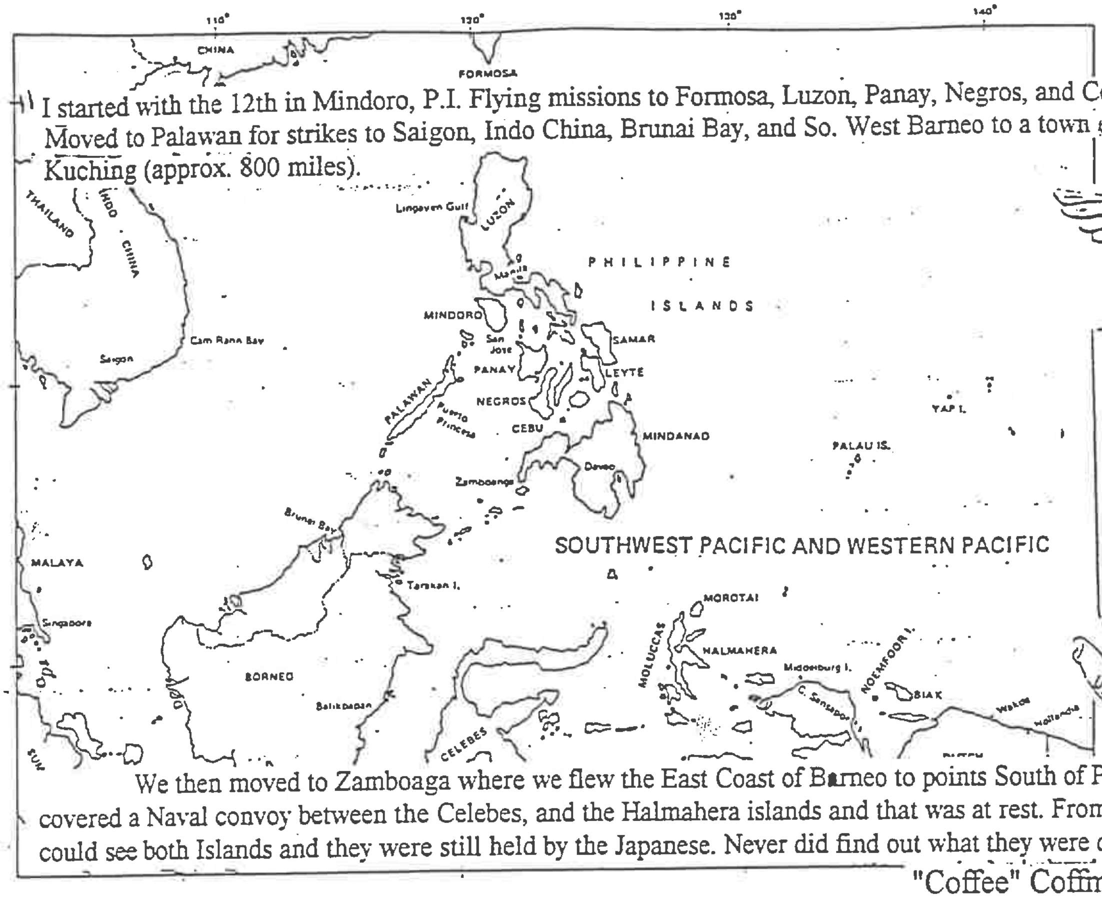
Photos taken by the 17th PRS on 28 March showed 27 float planes in the Shortland-Poporang area, an area previously identified by the Squadron as the principal Japanese seaplane base in the Solomons, and COMAIRSOLS Fighter Command immediately ordered a dawn attack. Early next morning, 8 Corsairs and 8 Lightnings took off for the mission. The Corsairs were to lead, but soon after takeoff the leading Corsair developed trouble, and Capt. Lanphier of the 70th assumed command. On the way to the target, six more Corsairs aborted and three P-38s also turned back, leaving only five P-38s and one F4U in the strike force.

Ten minutes before dawn, 0630, four Lightnings swept over the Shortland side at fifty feet, destroying six moored aircraft in a single run, while the two remaining strafers caught two more float planes over on the Poporang side. AA fire opened up during the attack, but no planes were hit. As scheduled, the planes departed after one run and were six miles east of Shortland when they spotted a corvette. Again attacking at fifty feet, two Lightnings swept over the ship to silence the AA. Then the rest of the flight strafed until each man had made four passes. The vessel was left dead in the water, and the only casualty was Lt. Barber's P-38. He made one pass a bit too low, shearing off the top of the ship's foremast with his wing tip, and lost three feet of his wing. However, he returned to base without trouble.



Fighter One looking southwest toward Bloody Ridge, January 1943. Nearest are SBD Dauntlesses with a P-38 right. In background are P-39s, right center, F4F Wildcats, right, and two C-47s in the distance. (USAF)

Guadalcanal


110°
120°
130°
140°
CHINA
FORMOSA
THAILAND
INDO CHINA
Lingayen Gulf
LUZON
Manila
PHILIPPINE ISLANDS
MINDORO
San Jose
SAMAR
Cam Ranh Bay
Saigon
PANAY
LEYTE
PALAWAN
Puerto Princesa
NEGROS
CEBU
YAP I.
MINDANAO
PALAU IS.
Davao
Zamboanga
Brunei Bay
SOUTHWEST PACIFIC AND WESTERN PACIFIC
MALAYA
Tarakan I.
MOROTAI
Singapore
MOLUCCAS
HALMAHERA
Middelburg I.
NOEMFOOR I.
BORNEO
C. Sansapor
BIAK
Balikpapan
Wakde
Hollandia
CELEBES

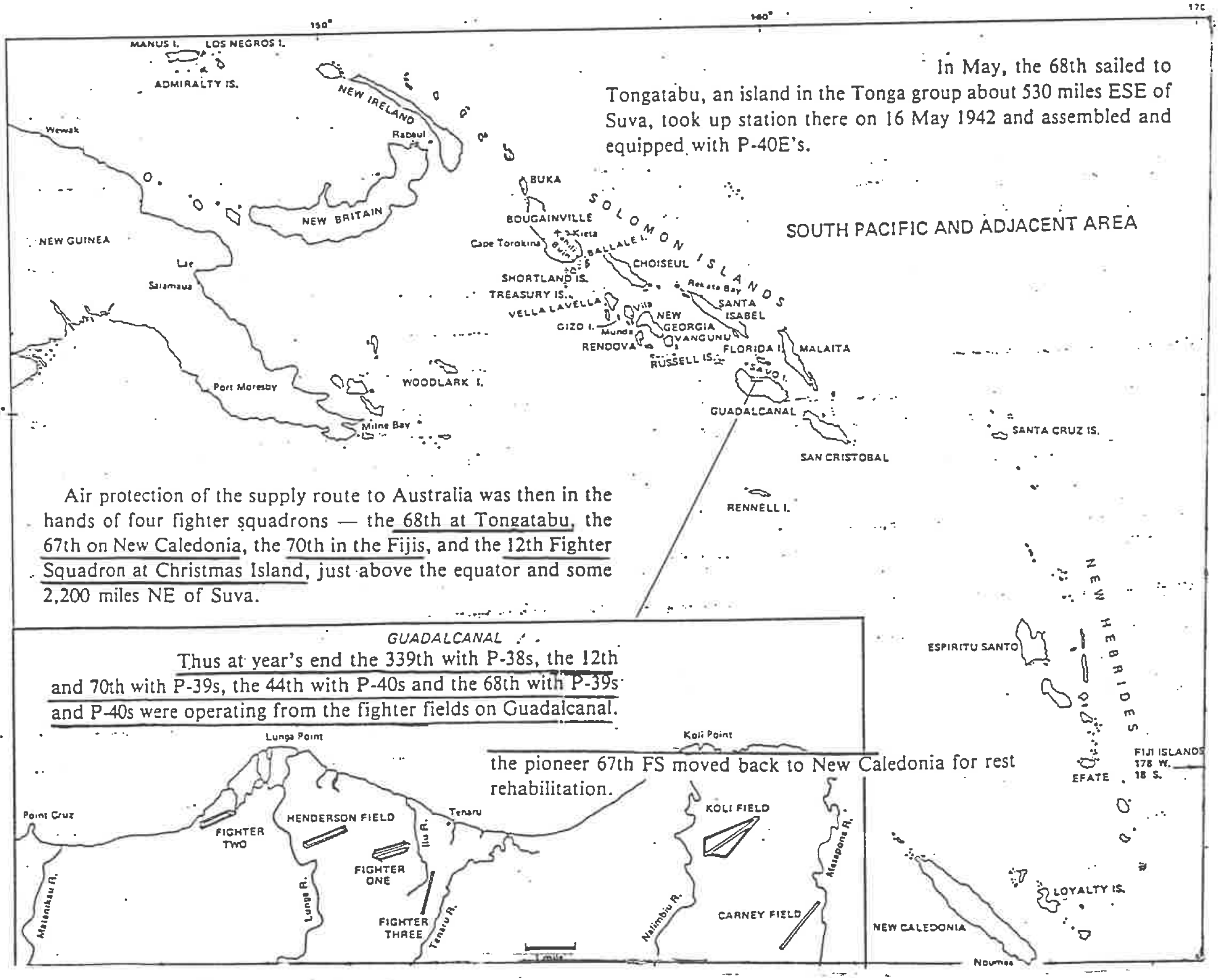
"I started with the 12th in Mindoro, P.I. Flying missions to Formosa, Luzon, Panay, Negros, and Cebu. Moved to Palawan for strikes to Saigon, Indo China, Brunai Bay, and So. West Barneo to a town of Kuching (approx. 800 miles).

We then moved to Zamboaga where we flew the East Coast of Barneo to points South of Palikpapan. We covered a Naval convoy between the Celebes, and the Halmahera islands and that was at rest. From my perch I could see both Islands and they were still held by the Japanese. Never did find out what they were doing out there."

"Coffee" Coffman, 12th FS.

18th F.G

UNGUIBUS ET ROSTRO


150°
160°
170
MANUS I.
LOS NEGROS I.
ADMIRALTY IS.
NEW IRELAND
Wewak
Rabaul
BUKA
NEW BRITAIN
BOUGAINVILLE
Kieta
SOLOMON ISLANDS
SOUTH PACIFIC AND ADJACENT AREA
NEW GUINEA
Cape Torokina
Buin
BALLALE I.
CHOISEUL
Lae
Salamaua
SHORTLAND IS.
TREASURY IS.
Rekata Bay
VELLA LAVELLA
Vila
SANTA ISABEL
GIZO I.
Munda
NEW GEORGIA
VANGUNU
RENDOVA
FLORIDA I.
MALAITA
RUSSELL IS.
SAVO I.
WOODLARK I.
Port Moresby
10°
Milne Bay
GUADALCANAL
SANTA CRUZ IS.
SAN CRISTOBAL
RENNELL I.
NEW HEBRIDES
ESPIRITU SANTO
FIJI ISLANDS 178 W. 18 S.
EFATE
LOYALTY IS.
NEW CALEDONIA
Noumea
GUADALCANAL
Lunga Point
Koli Point
Point Cruz
FIGHTER TWO
HENDERSON FIELD
Tenaru
KOLI FIELD
Ilu R.
FIGHTER ONE
Lunga R.
Matanikau R.
FIGHTER THREE
Tenaru R.
Nalimbiu R.
Metapona R.
CARNEY FIELD
1 mile

In May, the 68th sailed to Tongatabu, an island in the Tonga group about 530 miles ESE of Suva, took up station there on 16 May 1942 and assembled and equipped with P-40E's.

Air protection of the supply route to Australia was then in the hands of four fighter squadrons — the 68th at Tongatabu, the 67th on New Caledonia, the 70th in the Fijis, and the 12th Fighter Squadron at Christmas Island, just above the equator and some 2,200 miles NE of Suva.

Thus at year's end the 339th with P-38s, the 12th and 70th with P-39s, the 44th with P-40s and the 68th with P-39s and P-40s were operating from the fighter fields on Guadalcanal.

the pioneer 67th FS moved back to New Caledonia for rest rehabilitation.

Jan & Coffee Coffman

27 October, 1994

Martin H. Boisen
861 Beech Ave.
Chula Vista, CA 91911-1106

Dear Mart;

I started this three hours ago. My daughter stopped by and now I must give up and go to bed. I promise I will finish in the morning as we are leaving town the next day to visit our money left in Los Vegas.

Your right. I do have a copy of the THIRTEENTH AIR FORCE STORY in my collection. In fact if you will look on page 49 you will find, at the bottom of the page, three P-38s of the 12th FS. I flew a majority of my missions with Gene Sommerich who was a Capt. at the time I arrived in early 1945. I ended up flying element leader with Capt. Sommerich and our C.O. Major "Mo" Mulvey. The bottom picture on that page shows the checkerboard markings in use at the time I was flying with them. My tail number was 222. The picture of tail no. 213 looks as though it was taken at Zamboanga on the island of Mindanao.

I started with the 12th in Mindoro, P.I. Flying missions to Formosa, Luzon, Panay, Negros, and Cebu. The largest load of bombs I carried was picked up at Clark Field and dropped near the Lingayen Gulf. That load consisted of two 1500 pound high explosive bombs. We normally carried two 1000 ponders and the extra load took a lot more runway to get airborne.

Moved to Palawan for strikes to Saigon, Indo China, Brunai Bay, and So. West Barneo to a town of Kuching (approx. 800 miles). On one mission to Kuching we overstayed our target and didn't think we could get home on the remaining fuel. Seven of the eight of us got our planes home OK with one crashing, dead stick, at the home base. The pilot was OK only to be killed on take off at Zamboanga. I was in the air for an even 10 hours with internal fuel plus two 165 gal. drop tanks. This is the amount of fuel we normaly used for 8 1/2 hour missions.

We then moved to Zamboaga where we flew the East Coast of Barneo to points South of Palikpapan. We covered a Naval convoy between the Celebes, and the Halmahera islands and that was at rest. From my perch I could see both Islands and they were still held by the Japanese. Never did find out what they were doing out there. When we arrived over the convoy I was assigned with my wing man to South end while the flight leader covered the North. The ship board controller called a bandit out for me to check to the South. We went up though two layers of clouds and found nothing so were ordered to return to patrol. Just then my wing spotted something off to the West and the controller told us to go get it. We approached the other aircraft from about fifteen degrees off of head on. I called my wing man and asked him to arm his guns so we could make one pass do it. The plane was a TBF in US Navy markings but we had no idea who was flying it. The TBF was rocking his wings trying to tell us not to shoot, and just before I was ready to press the trigger the controller boomed in "DON'T SHOOT IT'S OURS." The pilot of TBF had finally turned on his IFF transmitter and had the proper code of the day. We sometimes used an advance base for fuel in the Sulu Archipelago where we landed up hill from the water to trees and took off the opposite and sometimes spent the night there to get an early start the next morning.

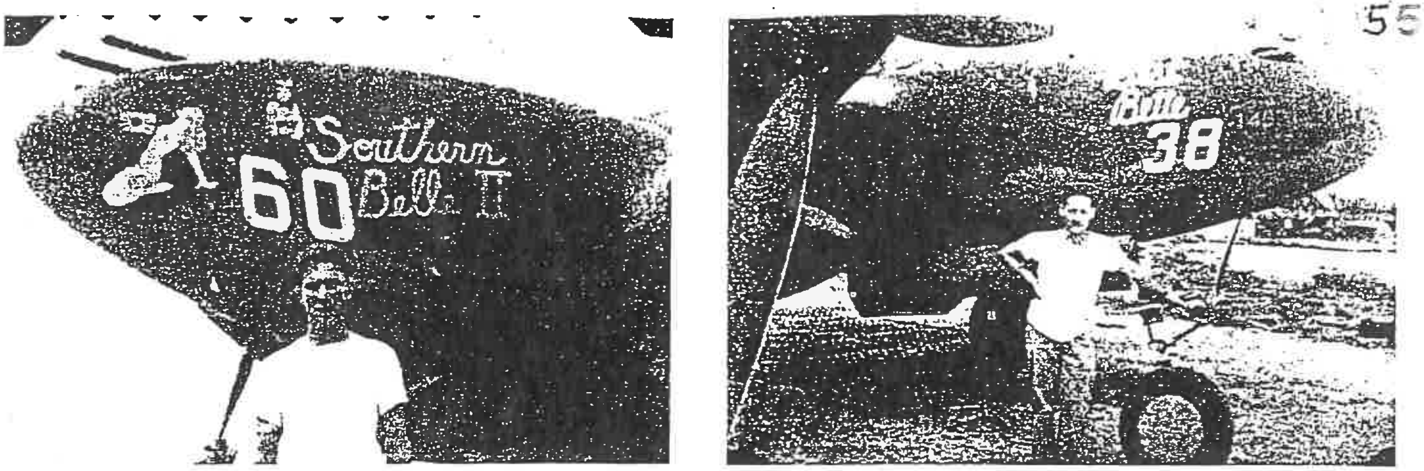
You were interested in the Yamamoto Mission. Approx. half the planes and pilots were from the 12th FS and I have had the privilege of meeting and becoming friends with Roger and Betty Ames while at our Squadron and Group reunions. He had completed his combat tour and was back in the States before I left for my combat tour. You see I am just kid five years his junior and almost ten years your junior. Roger is an outstanding photographer and also enjoys conversation about the 18th FG. Roger and Betty's address is 179 Bruce Ave., Shreveport, LA 71105-3712. These reunions have also afforded me the opportunity to meet and talk with Rex Barber, Chandler, and Mitchell.

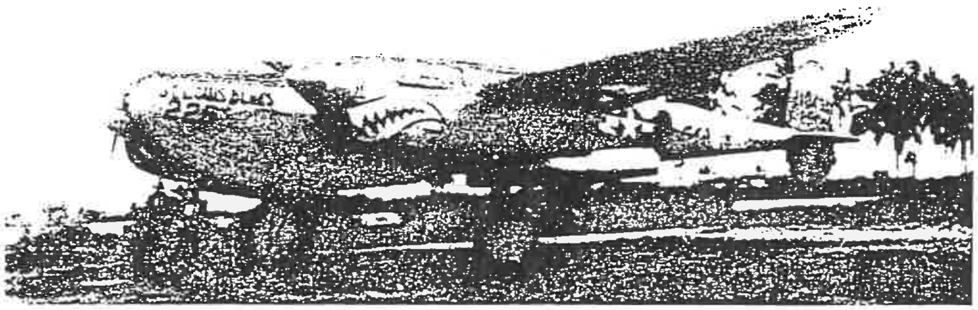
Please accept this copy of Hangar Flying as a gift from me. You have been most kind in sending 18th FG data to me and I would like to return the favor. One the great P-38 pilots Tony LeVier is pictured on the front. I try to spend some time with him each month. I just love to listen to his stories.

Your Friend,

Coffee

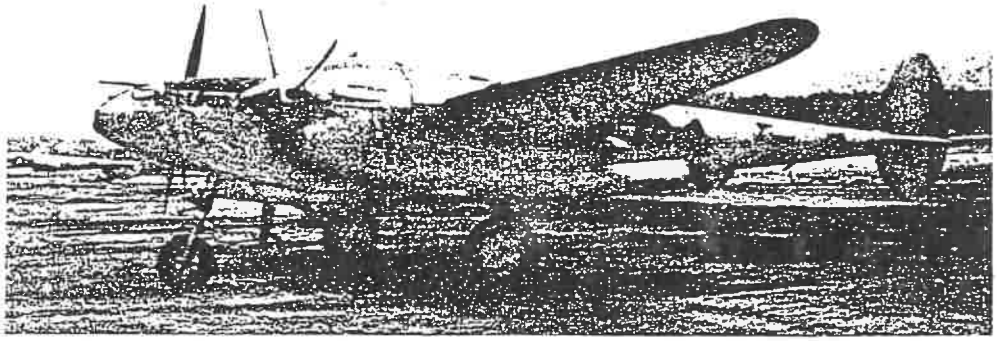
817 N. Reese Place, Burbank, CA 91506

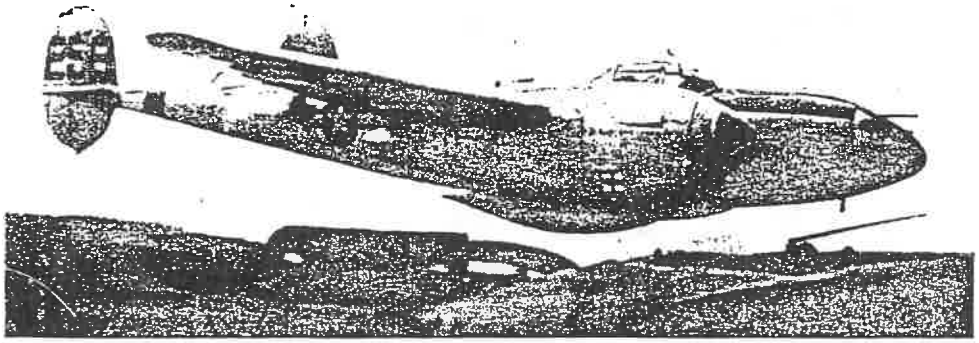




Above, P-38G's believed to have been 44th Fighter Squadron aircraft, though they were operated by and may have been planes of the 339th Squadron. Left, P-38J, 225, 42-104391, "St. Louis Blues" of Lt. Eugene M. Sommerich, about the middle of 1944 with aircraft number both on pod nose and outer coolant radiator housing. (George T. Chandler via Dwayne Tabatt; Peter M. Bowers Collection)

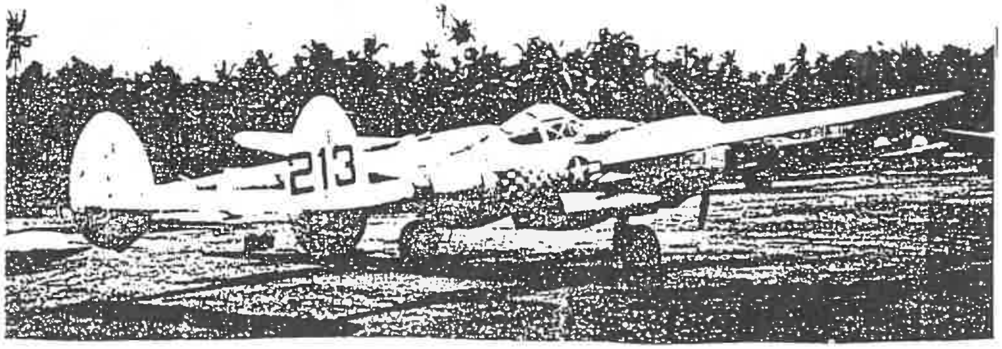
Lt. Sommerich's P-38L in late 1944 with aircraft number on outer sides of the vertical tail. Plane and also 203 in background have a color band, possibly a flight marking, around rear booms. (Peter M. Bowers Collection)

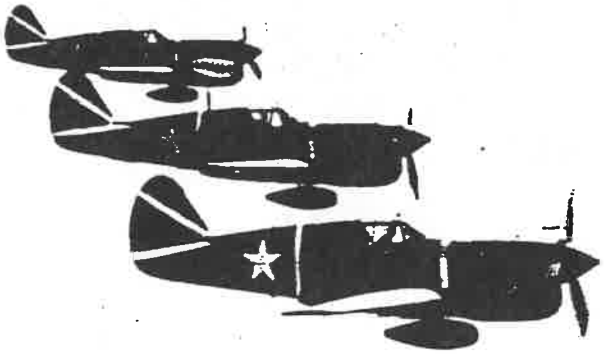




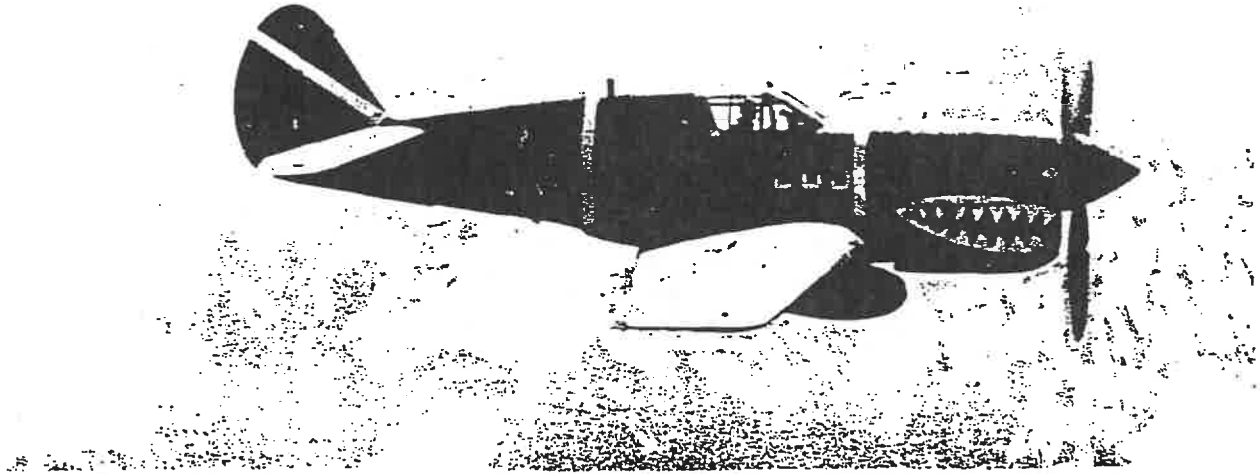
A P-38L of the 12th Squadron photographed in flight by Lt. Gene Sommerich. (Roger F. Besecker Collection)

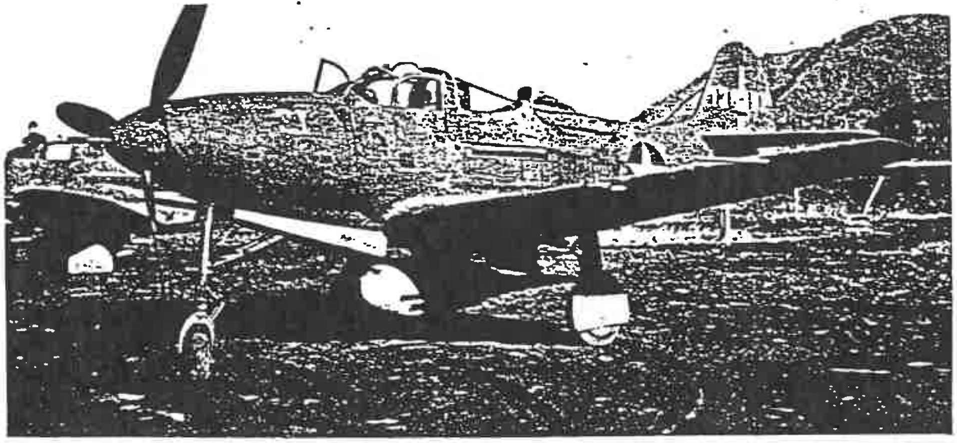
Checkboard design on outer coolant radiator housing of 12th Fighter Squadron P-38L in late 1944 or early 1945. Color bands around the rear booms are outlined in black. Aircraft in background, 205, similarly marked. (Peter M. Bowers Collection)



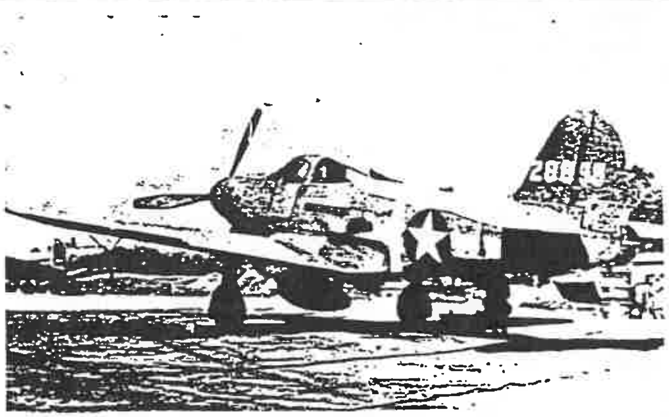


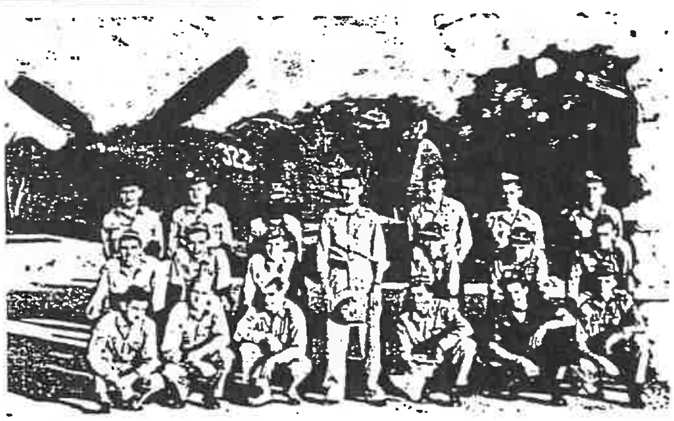
Curtiss P-40F's in flight near Guadalcanal on 16 April 1943. Nearest, 41-19831, 209, may be 68th Squadron aircraft, next is 107 of the 44th Squadron, while third is 211.





Left, P-39D, 31, 67th Fighter Squadron, on Fighter One late in 1942. Below left, P-39N of the 68th Fighter Squadron in early June 1943. Below right, P-39N of the 70th Fighter Squadron with Major Louis R. Kittel, the Squadron C.O., and other members of the Squadron in later 1943. (USAF; Air Force Museum via Ernest R. McDowell; USAF)





57.

THIRTEENTH AIR FORCE STORY

...IN WORLD WAR II

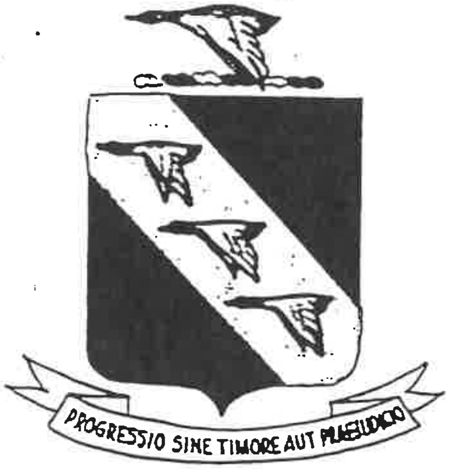
KENN C. RUST
and
DANA BELL

PUBLISHED BY
SunShine House
P.O. Box 2065
Terre Haute, IN 47802
(812) 232-3076

13th AIR FORCE TACTICAL UNIT HISTORY

GROUPS	SQUADRONS	1943	1944	1945
11th BG	26th BS	B-17 — To 7th Air Force		
	42nd BS	B-17 — To 7th Air Force		
	98th BS	B-17 — To 7th Air Force		
	431st BS	B-17 — To 7th Air Force		
5th BG	23rd BS	B-17	B-24	
	31st BS	B-17	B-24	
	72nd BS	B-17	B-24	
	394th BS	B-17 — off ops.	B-24	
307th BG	370th BS	B-24		
	371st BS	B-24		
	372nd BS	B-24		
	424th BS	B-24		
42nd BG	69th BS	B-26 — B-25		
	70th BS	B-26 — B-25		
	75th BS	B-25		
	100th BS		B-25	
	390th BS	B-25		
	868th BS		B-24	
347th FG	67th FS	P-39	P-38	
	68th FS	P-39/40 — P-39	P-38	
	70th FS	P-39		
	339th FS	P-38		
18th FG	12th FS	P-39 — P-38 — P-39	P-38	
	44th FS	P-40	P-38	
	70th FS	P-39	P-38	
	Det. 'B' 6th NFS	P-70/P-38 — To 7th Air Force		
	419th NFS		P-38 — P-61	
	550th NFS			P-61
4th PG	17th PRS	F-5		
	18th PMS/CMS	B-25	Deactivated	
	38th PRS			F-5
403rd TCG	13th TCS	C-47		C-46
	63rd TCS	C-47		C-46
	64th TCS	C-47		C-46
	25th LS			L-5
	2nd ERS		OA-10	

11th BOMBARDMENT GROUP


PROGRESSIO SINE TIMORE AUT PRAEJUDICIO

Insigne. *Shield:* Azure (Air Force blue), on a bend or (Air Force yellow), three grey geese volant proper (in their natural colors). *Crest:* On a wreath or and azure a grey goose proper with wings displayed and inverted. *Motto:* PROGRESSIO SINE TIMORE AUT PRAEJUDICIO—Progress without Fear or Prejudice. (Approved 11 Jun 1941.)

Constituted as 11th Observation Group in 1933. *Redesignated* 11th Bombardment Group (Medium) in 1938. *Activated* in Hawaii on 1 Feb 1940. *Redesignated* 11th Bombardment Group (Heavy) in Nov 1940. Assigned to Seventh AF in Feb 1942. Trained with B–18's; received B–17's for operations. Flew patrol and search missions off Hawaii after the Japanese attacked Pearl Harbor. Moved to the New Hebrides in Jul 1942. Became part of Thirteenth AF. Struck airfields, supply dumps, ships, docks, troop positions, and other objectives in the South Pacific, Jul-Nov 1942, and received a DUC for those operations. Continued operations, attacking Japanese airfields, installations, and shipping in the Solomons, until late in Mar 1943. Returned to Hawaii, reassigned to Seventh AF, and trained with B–24's. Resumed combat in Nov 1943 and participated in the Allied offensive through the Gilberts, Marshalls, and Marianas, while operating from Funafuti, Tarawa, and Kwajalein. Moved to Guam in Oct 1944 and attacked shipping and airfields in the Volcano and Bonin Islands. Moved to Okinawa in Jul 1945 to take part in the final phases of the air offensive against Japan, bombing railways, airfields, and harbor facilities on Kyushu and striking airfields in China. After the war, flew reconnaissance and surveillance missions to China and ferried liberated prisoners of war from Okinawa to Luzon. Remained in the theater as part of Far East Air Forces but had no personnel assigned after mid-Dec 1945 when the group was transferred to the Philippines. *Redesignated* 11th Bombardment Group (Very Heavy) in Apr 1946. Transferred to Guam in May 1946, remanned, and equipped with B–29's. Terminated training and operations in Oct 1946. *Inactivated* on Guam on 20 Oct 1948.

Redesignated 11th Bombardment Group (Heavy). *Activated* in the US on 1 Dec 1948. Assigned to Strategic Air Command. Equipped with B-36 aircraft. *Inactivated* on 16 Jun 1952.

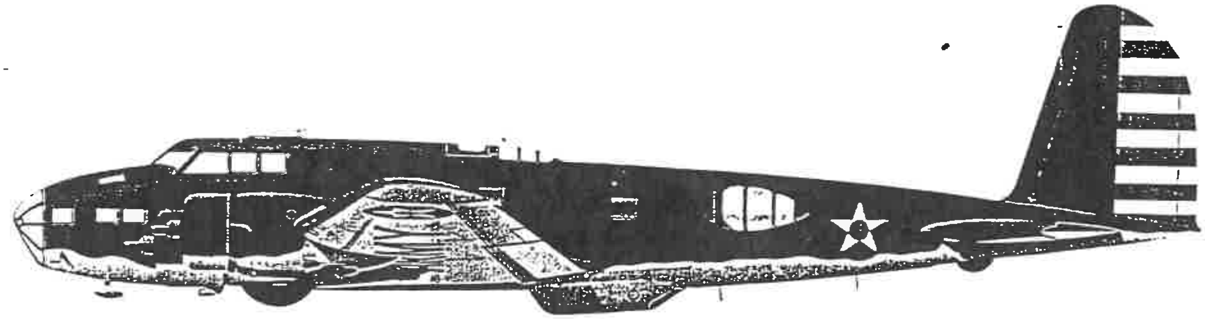
SQUADRONS. *14th:* 1940–1941. *26th:* 1940–1948; 1948–1952. *42d:* 1940–1948; 1948–1952. *98th:* 1941–1948; 1948–1952. *431st:* 1942–1946.

STATIONS. Hickam Field, TH, 1 Feb 1940; New Hebrides, Jul 1942; Hickam Field, TH, 8 Apr 1943; Funafuti, Nov 1943; Tarawa, 20 Jan 1944; Kwajalein, 5 Apr 1944; Guam, 25 Oct 1944; Okinawa, 2 Jul 1945; Manila, Dec 1945; Guam, May 1946–20 Oct 1948. Carswell AFB, Tex, 1 Dec 1948–16 Jun 1952.

COMMANDERS. Lt Col Walter F Kraus, Feb 1940; Lt Col St Clair Streett, 15 Jun 1940; Lt Col Albert F Hegenberger, 1 Apr 1941; Col LaVerne G Saunders, Mar 1942; Col Frank F Everest, Dec 1942; Col William J. Holzapfel Jr, 26 Apr 1943; Col Russell L. Waldron, 7 Jul 1944; Col John J Morrow, Mar 1945–c. Dec 1945; Col Vincent M Miles Jr, 20 May 1946; Capt Thomas B Ragland Jr, Nov 1946; Capt Thomas B Hoxie, 27 Dec 1947–20 Oct 1948. Maj Russell F Ireland, Dec 1948; Lt Col Harry E Goldsworthy, 11 Jan 1949; Col Richard H Carmichael, May 1949; Col Bertram C Harrison, 4 Mar 1950; Col Thomas P Gerrity, 3 Apr 1950–16 Jun 1952.

CAMPAIGNS. Central Pacific; Air Offensive, Japan; Guadalcanal; Northern Solomons; Eastern Mandates; Western Pacific; Ryukyus; China Offensive.

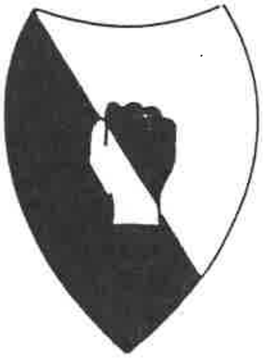
DECORATIONS. Distinguished Unit Citation: South Pacific, 31 Jul–30 Nov 1942.



In Navy-commanded areas, such as Pacific theaters, old-type rudder stripes were restored in January 1942. Various camouflage schemes were then in use, but this B-17C (BG unspecified) was plain olive drab and neutral gray. Soon the red center to the insignia was omitted to avoid any possible confusion with the enemy's hinomaru (Rising Sun).

26th BOMBARDMENT

(FORMER 26th ATTACK SQUADRON)



Emblem. On a shield parted per bend blue and orange [orange and blue], a clenched hand couped at the wrist counterchanged. (Approved 15 Feb 1924.)

Lineage. Organized as 1st Reserve Aero Squadron on 26 May 1917. Redesignated 26th Aero Squadron on 1 Oct 1917. Demobilized on 7 Jun 1919. Reconstituted and consolidated (8 Apr 1924) with 26th Squadron which was authorized on 30 Aug 1921. Organized on 15 Sep 1921. Redesignated 26th Attack Squadron on 25 Jan 1923. Inactivated 27 Jun 1924. Activated on 1 Sep 1930. Redesignated 26th Bombardment Squadron (Medium) on 6 Dec 1939; 26th Bombardment Squadron (Heavy) on 11 Dec 1940; 26th Bombardment Squadron (Very Heavy) on 30 Apr 1946. Inactivated on 20 Oct 1948. Redesignated 26th Bombardment Squadron (Heavy), and activated, on 1 Dec 1948.

Assignments. Unkn, 26 May–Sep 1917; Third Aviation Instruction Center, Sep 1917–Apr 1919; unkn, Apr–7 Jun 1919. 3d Attack Group, 15 Sep 1921–27 Jun 1924. 5th Composite (later Bombardment) Group (attached to 18th Pursuit Group), 1 Sep 1930; 11th Bombardment Group, 1 Feb 1940–20 Oct 1948. 11th Bombardment Group, 1 Dec 1948; 11th Bombardment (later Strategic Aerospace) Wing, 16 Jun 1952–.

Stations. Mineola, NY, 26 May–23 Aug 1917; Issoudun, France, 21 Sep 1917; Clisson, France, 13 Apr 1919; St Sebastien, France, 1–5 May 1919; Mitchel Field, NY, 27 May–7 Jun 1919. Kelly Field, Tex, 15 Sep 1921–27 Jun 1924. Wheeler Field, TH, 1 Sep 1930; Hickam Field, TH, 1 Feb 1940; Wheeler Field, TH, 20 Dec 1941–19 Jul 1942; Efate, 25 Jul 1942 (forward echelon operated from Espiritu Santo, Aug 1942; Guadalcanal Sep 1942); Espiritu Santo, 22 Dec 1942–28 Mar 1943 (forward echelon operated from New Guinea, Jan 1943); Bellows Field, TH, 8 Apr 1943; Wheeler Field, TH, 11 May 1943; Nukufetau, 11 Nov 1943 (air echelon operated from Canton Island, 12 Nov–31 Dec 1943); Tarawa, 25 Jan 1944; Kwajalein, 14 Apr 1944; Guam, 21 Oct 1944; Okinawa, 2 Jul 1945; Manila, Luzon, Dec 1945; Guam, 15 May 1946–20 Oct 1948. Carswell AFB, Tex, 1 Dec 1948; Altus AFB, Okla, 13 Dec 1957.

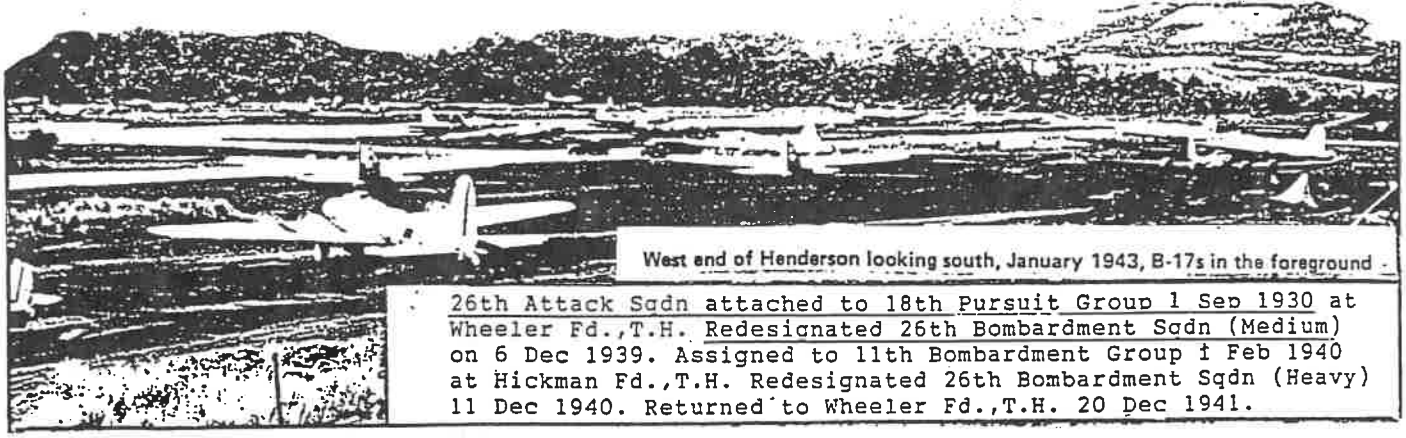
Aircraft. Included DH–4 during period 1921–1924. A–3, 1930–1936; A–12, 1936–1939; B–18, 1940–1942; B–17, 1941–1943; B–24, 1943–1945. B–36, 1949–1957; B–52, 1958–.

Operations. Assembled, serviced, and repaired aircraft, 1917–1919. Search missions, from Hawaii, 20 Dec 1941–8 Jul 1942; May–Oct 1943. Combat in South and Southwest Pacific, 30 Jul 1942–Feb 1943; in Central Pacific, May, Jun, Jul, Sep 1943; and in Central and Western Pacific, 14 Nov 1943–12 Aug 1945. Non operational, 1946–1948.

Service Streamers. Theater of Operations.

Campaigns. Central Pacific; Air Offensive, Japan; Papua; Guadalcanal; Eastern Mandates; Western Pacific; Ryukyus; China Offensive; Air Combat, Asiatic-Pacific Theater.

Decorations. Distinguished Unit Citation: South Pacific, 31 Jul–30 Nov 1942. Presidential Unit Citation [1942]. Air Force Outstanding Unit Awards: 6 Aug 1954–15 Jul 1957; 27 Oct 1958–16 Sep 1960.



West end of Henderson looking south, January 1943, B-17s in the foreground

26th Attack Sqdn attached to 18th Pursuit Group 1 Sep 1930 at Wheeler Fd.,T.H. Redesignated 26th Bombardment Sqdn (Medium) on 6 Dec 1939. Assigned to 11th Bombardment Group 1 Feb 1940 at Hickman Fd.,T.H. Redesignated 26th Bombardment Sqdn (Heavy) 11 Dec 1940. Returned to Wheeler Fd.,T.H. 20 Dec 1941.

The Solomons, two parallel chains of lush green appearing islands of volcanic origin with a wide passage between them, run for some 700 miles on a WNW-ESE axis, east of Rabaul and northeast of New Guinea. The northern chain consists of Buka (about 200 miles east of Rabaul), Bougainville, Choiseul, Santa Isabel and Malaita; while Vella Lavella, Kolombangara, New Georgia, the Russells, Guadalcanal and San Cristobal make up the southern chain. On 30 March, the Japanese landed at Buka, and at Kieta on the north coast of Bougainville. They quickly began building air bases at both points. Next day, landings were made at Faisi in the Shortland Islands, and a week later at Buin on southern Bougainville. Both became important naval bases. Nearby, on Ballale Island and at Kahili on Bougainville, major airfields were constructed.

Once secure in the northern Solomons, the Japanese moved into the southern Solomons. On 3 May, Tulagi Island, the seat of government of the British Solomon Islands and twenty miles north of Guadalcanal, was taken. A seaplane base was established there. Soon thereafter the Japanese moved on to Guadalcanal and by July were at work building an airfield near Lunga Point. When the field was completed, Japanese air power would have bases at both ends of the Solomons, and from the new airfield on Guadalcanal they would be able to attack the New Hebrides and New Caledonia and interdict the precious supply route to Australia.

Well aware of the threat of the continuing Japanese advances to the vital South Pacific bases, on 2 July the Joint Chiefs of Staff in Washington directed the first offensive operations of the Pacific war be taken. The initial step was to be the seizure of Tulagi, Florida and Guadalcanal Islands. Two weeks after issuance of the directive, the Solomons Expeditionary Force was formed and readying for action. On 31 July, the Amphibious Force sailed from the Fijis for the Solomons, covered by a carrier air support force and land based air units of COMAIRSOPAC, including AAF heavy bombers.

To support the operation, the B-17E equipped 11th Bomb Group of the Seventh Air Force was sent — by orders of the Joint Chiefs of Staff — from Hawaii to the South Pacific, beginning 20 July. Headquarters and the 26th Bomb Squadron would be based in the New Hebrides, tropical islands basking under a torrid sun whose main product was copra.

Seventy-two, mostly very small, islands in all, the New Hebrides had been named by Captain James Cook in 1774. They were subsequently colonized by the French and British, who administered the group jointly. The most populated island was the central island of Efate on which was located the capital Vila. The largest island was Espiritu Santo, named in 1606 by the Portuguese explorer Pedro Fernandez de Quiros. It offered an excellent deep water anchorage at Segond Channel which was quickly developed into a major harbor. The first airfield in the New Hebrides was completed in June 1942, Bauer Field on Efate. In mid-July an airfield was begun on Espiritu Santo and readied for use in sixteen days. It was named Bomber No. 1. A second field, Pekoa Airstrip which became the base for all heavy bomb groups, was opened six months later.

While their service crews came south by sea, the squadrons of the 11th Bomb Group flew down to their new bases — the 98th and 42nd Bomb Squadrons arrived at Plaines des Gaiacs, New Caledonia on 22 and 23 July, the 431st reached Nandi in the Fijis on the 24th, and the 26th came into Bauer Field on Efate in the New Hebrides on 25 July. The first photo missions, to Guadalcanal, were flown on 23 and 25 July and were a clear indication of the combined status of operations in the South Pacific — the B-17s were flown by their AAF crews, their cameras came from the Navy, and the cameramen were Marines.

On 30 July, the first B-17 landed on Espiritu Santo, flown by Maj. Allan J. Sewart, C.O. of the 26th BS. The field came into limited operational use two days later. On 31 July, flying from Efate, the first strike mission was carried out by nine B-17s led by the Group Commander, Col. LaVerne G. Saunders. Their target was the nearly completed airfield on Guadalcanal, 810 miles distant. The mission, meeting no opposition, was effective, though only reduced bomb loads could be carried over so great a distance. Next day, full bomb loads were employed as the planes were able to land and refuel at Espiritu Santo on their return.

In seven days, 31 July through 6 August, the 11th flew 56 strike sorties and 22 search sorties with the loss of one aircraft. That was on 4 August when three B-17E's were jumped by seven Rufes while coming in to bomb Tulagi. One Rufe was shot down. Another was hit and set afire and crashed into the plane of Lt. Rush E. McDonald. The Fortress exploded and fell into the sea with the Rufe.

The day of the landings on Guadalcanal and adjacent islands, 7 August, the Group's Fortresses flew search sorties, during which the B-17E, 41-2426, of Maj. Marion N. Pharr, C.O. of the 431st Squadron, was lost without trace.

GUADALCANAL

Like the other islands in the Solomons, Guadalcanal was an island of high volcanic mountains (highest peak 8,005 feet) and coastal plains bisected by many small rivers, overgrown everywhere with tropical rain forest. It was ninety miles long and about twenty-five miles in width. There was a small native population living in isolated villages along the northern coast and a coconut palm plantation near Lunga Point owned by an American soap company.

At dawn on 7 August 1942, the U. S. invasion force which had sailed from Fiji a week before appeared off its north coast. After a preparatory bombardment by warships, troops of the 1st Marine Division went ashore, first on Florida and Tulagi Islands and then on Guadalcanal, east of Lunga Point. There was some fierce resistance on Tulagi, but it was eliminated next day. The same day, the Marines took the all important airfield near Lunga Point as the 2,000 or so Japanese construction troops there hastily retreated into the jungle.

347th FIGHTER GROUP

INSIGNE. None.

Constituted as 347th Fighter Group on 29 Sep 1942. *Activated* in New Caledonia on 3 Oct 1942. Detachments of the group, which was assigned to Thirteenth AF in Jan 1943, were sent to Guadacanal, where they used P-39 and P-400 aircraft to fly protective patrols, support ground forces, and attack Japanese shipping. When the Allied campaign to recover the central and northern Solomons began in Feb 1943, the detachments, still operating from Guadalcanal and using P-38 and P-39 aircraft, escorted bombers and attacked enemy bases on New Georgia, the Russell Islands, and Bougainville. Headquarters moved up from New Caledonia at the end of 1943, and the following month the group moved from Guadalcanal to Stirling Island to support ground forces on Bougainville, assist in neutralizing enemy bases at Rabaul, and fly patrol and search missions in the northern Solomons. Moved to New Guinea in Aug 1944. Equipped completely with P-38's. Escorted bombers to oil refineries on Borneo; bombed and strafed airfields and installations on Ceram, Amboina, Boeroe, Celebes, and Halmahera. Received a DUC for a series of long-range bombing and strafing raids, conducted through intense flak and fighter defense, on the airfield and shipping at Makassar, Celebes, in Nov 1944. Moved to the Philippines in Feb 1945. Supported landings on Mindanao in Mar 1945, bombed and strafed enemy installations and supported Australian forces on Borneo, attacked Japanese positions in northern Luzon, and flew escort missions to the Asiatic mainland. Moved to the US in Dec 1945. *Inactivated* on 1 Jan 1946.

Redesignated 347th Fighter Group (All Weather). *Activated* in Japan on 20 Feb 1947. Assigned to Far East Air Forces. Equipped with F-61's and later with F-82's. *Inactivated* on 24 Jun 1950.

SQUADRONS. *4th:* 1947–1950. *67th:* 1942–1945. *68th:* 1942–1945; 1947–1950. *70th:* 1942–1943, 1945. *339th:* 1942–1946; 1947–1950.

STATIONS. New Caledonia, 3 Oct 1942; Guadalcanal, 29 Dec 1943; Stirling, Treasury Islands, 15 Jan 1944; Sansapor, New Guinea, 15 Aug 1944; Middleburg, New Guinea, 19 Sep 1944; San Jose, Mindoro, 22 Feb 1945; Puerto Princesa, Palawan, 6 Mar–Dec 1945; Camp Stoneman, Calif, 30 Dec 1945–1 Jan 1946. Nagoya, Japan, 20 Feb 1947; Itazuke, Japan, 25 Sep 1947; Bofu, Japan, 15 Oct 1948; Ashiya, Japan, 6 May 1949; Nagoya, Japan, 1 Apr–24 Jun 1950.

COMMANDERS. Lt Col George M McNeese, 3 Oct 1942; Col Leo F Dusard Jr, Jan 1944; Lt Col Leonard Shapiro, 25 Jun 1945–unkn. Unkn, Feb 1947–Aug 1948; Maj Elmer G DaRosa, Aug 1948; Maj Alden E West, Sep 1948; Lt Col John L McGinn, Oct 1948–unkn; Lt Col Clyde A Thompson, unkn–Jun 1950.

CAMPAIGNS. China Defensive; Guadalcanal; New Guinea; Northern Solomons; Bismarck Archipelago; Western Pacific; Leyte; Luzon; Southern Philippines; China Offensive.

DECORATIONS. Distinguished Unit Citation: Netherlands East Indies, 7, 20, and 22 Nov 1944. Philippine Presidential Unit Citation.

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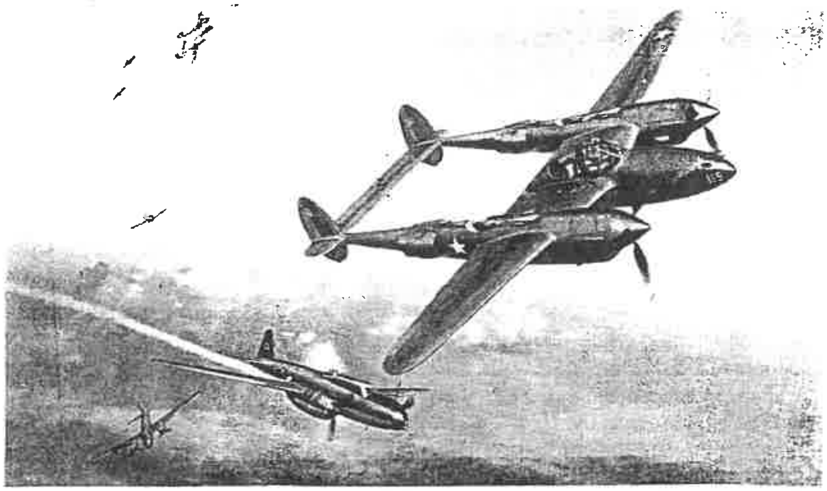

Painting "RENDEZVOUS OVER BOUGAINVILLE" by Shigeo Koike ©

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26 January 1995

Martin H. Boisen
861 Beech Avenue
Chula Vista, CA 91911-1106

Friend Martin Boisen:

I enjoyed our telephone conversation.

I appreciate receiving all of the material you sent me.

I am sending the material on to my friend, Bill Harris, who commanded the 18th Group for quite awhile. Bill may find time to respond to you however, he does not have a secretary so it is quite a chore for him to write.

My best regards.

Cordially,

George Chandler

George T. Chandler
President

GTC/kh

Cc: Bill Harris

(Over);mhb

DRAWER N
223 SOUTH MAIN
PRATT, KANSAS 67124
TELEPHONE (316) 672-6421

7 DECEMBER 1941 . (YAMAMOTO) 18 APRIL 1943

Admiral Isoroku Yamamoto, Commander in Chief of the Japanese Imperial Navy, was right. His plan had worked, and would give Japan breathing time to win some important victories. From that position of strength, his country then could negotiate with the Western powers for a settlement of the war.

Yamamoto's plan was only a temporary solution. He knew that his Navy could not long stand against the combined strengths of the West, that eventually Japan would go down to defeat. Hence his strategy: strike the main American naval base in Hawaii and do as much damage as possible. If the plan worked, it would give the Japanese military about one year to consolidate their gains in Asia, and to win other battles.

And so, on the morning of December 7, 1941, a quiet and pleasant Sunday in the Hawaiian Islands, a wave of Japanese carrier-based bombers and fighters roared in over Oahu and attacked the Navy's base at Pearl Harbor and the Army Air Forces' main station, Hickam Field.

There were two waves of attackers, and they spent almost two hours over their targets. When the last Japanese plane pulled away from the verdant island and headed north towards rendezvous with its carrier, the U. S. military installations were a shambles.

The Navy was hardest hit. It lost 2,086 personnel killed or dead of wounds, and the heart of the Pacific Fleet: proud warships, now blazing ruins where they lay along Battleship Row. The Army Air Forces lost 206 men killed or missing, and 64 of their 231 Oahu-based aircraft were destroyed. Hickam, Wheeler and Bellows Fields were heavily hit, either by bombing, or strafing, or both.

There had been no action alert for the USAAF, only an alert against sabotage. The planes were parked closely to simplify guard procedures, and—in their state—required a four-hour notice to be prepared for flight.

Somehow, six AAF planes did get airborne about a half-hour after the attack began; during the furious bombing, Army pilots flew 25 sorties against the Japanese, and claimed ten shot down.

Into the middle of the furore flew a dozen B-17s from the 38th and 88th Reconnaissance Squadrons, on their way from Hamilton Field, Calif., to the Philippines. They had no ammunition aboard; their guns were stowed and covered with a protective finish; their armor had been detached and moved forward to balance the planes. In a remarkable collective demonstration of airmanship, the bombers evaded the Japanese fighters as well as American anti-aircraft and landed wherever they could find a place, including on a 1,200-foot runway at Haleiwa and on a golf course. One was hit badly enough to be written off, and three others were badly damaged.

About two hours after the attack ended, the first reconnaissance aircraft took off from Oahu to find the carriers. It was a useless mission; Yamamoto's fleet was long gone, headed back after a most successful surprise attack.

Col. 1.
HISTORY of the U.S.AIR FORCE
David A.Anderton 1981
Ref: Page 49
Col, 2.
THIRTEENTH AIR FORCE STORY
Kenn C.Rust 1981
Ref: Pages 19 & 20

Late in March, to avenge their defeats in the South and Southwest Pacific, the Japanese brought the bulk of their carrier pilots to Rabaul with 96 Zeros and 65 Vals. Under Admiral Yamamoto they would join with Rabaul's 11th Air Fleet (86 Zeros, 72 Bettys, 27 Vals and some torpedo planes) and strike crushing blows against Allied air and naval forces in the Solomons and on New Guinea.

The operation was begun on 1 April when 58 Zeros were sent down in two waves to sweep the Russells and Guadalcanal. From Cactus 28 F4F's, 8 F4U's and 6 P-38s were scrambled to intercept. The engagement lasted for three hours with Marine and Navy pilots claiming 18 Zeros and losing 5 while the P-38s claimed 1 Zero and lost 1. The big punch came on 7 April. That day 67 Vals and 110 Zeros came down after shipping at Tulagi and off Guadalcanal. They were met by all available fighters — 36 Wildcats, 9 Corsairs, 12 Lightnings, 13 Airacobras and 6 Warhawks.

While the opposing fighters had it out, the dive bombers slipped in and sank a 14,500 ton tanker, the destroyer *Aaron Ward* and the corvette HMNZS *Moa* but lost 12 of their number to fighters. The defending fighters also claimed 27 Zeros. Thirteenth fighter claims were eleven Zeros — nine by P-38s and two by P-39s — for the loss of one 70th P-39 and pilot and one 12th P-38. Marines claimed twenty-eight enemy aircraft and lost six F4F's but all pilots were rescued.

After two attacks against New Guinea with no great success, Admiral Yamamoto terminated the operation and planned a visit to Rabaul and forward bases at Bougainville. His itinerary called for him to fly from Rabaul to Ballale on a Sunday morning. By a quirk of fate it was the first anniversary of the Doolittle raid on Tokyo, 18 April 1943. It was also to be the last day of Yamamoto's life.

U. S. intelligence, having broken the Japanese code, learned of the visit, and a mission was planned to get Yamamoto. Eighteen P-38s (nine to be flown by 339th pilots, seven by 12th pilots and two by 70th pilots) were prepared, four to go after the two Bettys carrying Yamamoto and his staff, the rest, under the mission leader, Major Mitchell, to act as top cover. Takeoff was set for 0725, and as luck would have it there were two aborts, both pilots being from the attack section. Lts. Holmes and Raymond K. Hine took their places, joining Capt. Lanphier, the section leader, and Lt. Barber as the planes headed out.

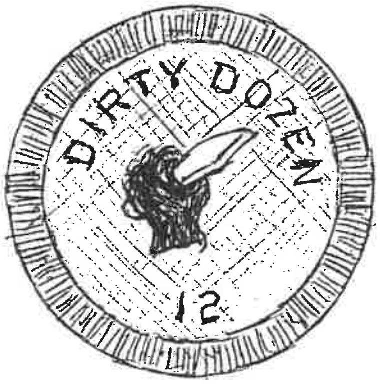
The sixteen Lightnings flew a five leg, 420 mile pre-planned ocean course at fifty feet to the anticipated interception point over lower Bougainville. Landfall was made at 0925, one minute off ETA, and a moment later the two Bettys with six Zero escorts were spotted. Mitchell took twelve planes up to act as high cover, and Lanphier and Barber went for the Bettys. Holmes and Hine had to hold back until the former could drop a balky external tank.

Lanphier climbed to 6,000 feet, exploded a Zero trying to protect the nearest Betty and then dove on it, and Barber went for the other Betty. Both Bettys were shot down, one after the other. Then Holmes, having joined the fight with Hine, shot a Zero off Barber's tail, and Barber destroyed a Zero. Thereafter, all the P-38s withdrew and returned to base, except Lt. Hine who did not make it back.

Otherwise, the mission had been a complete success. Along with three Zeros, both Bettys had been shot down, one carrying Admiral Yamamoto to his death — credited to Lanphier though it has never been proved certainly whether he or Barber actually shot down the Admiral's Betty — and costing Japan the loss of one of its greatest military commanders. The three scoring pilots had each become an ace on the mission.

12th FIGHTER

18 FG



1941-1945

Lineage. Constituted 12th Pursuit Squadron (Interceptor) on 20 Nov 1940. Activated on 15 Jan 1941. Redesignated: 12th Fighter Squadron on 15 May 1942; 12th Fighter-Bomber Squadron on 20 Jan 1950; 12th Tactical Fighter Squadron on 1 Jul 1958.

Assignments. 50th Pursuit (later Fighter) Group, 15 Jan 1941; 15th Fighter Group, 18 Aug 1942; 18th Fighter (later Fighter-Bomber) Group, 30 Mar 1943; Thirteenth Air Force, 2 Sep 1957; 18th Fighter-Bomber (later Tactical Fighter) Wing, 25 Mar 1958–.

Stations. Selfridge Field, Mich, 15 Jan 1941; Key Field, Miss, 3 Oct 1941–19 Jan 1942; Christmas Island, 10 Feb 1942; Efate, 19 Nov 1942; Guadalcanal, 7 Feb 1943 (operated from Treasury Island, 19 Feb–Aug 1944); Sansapor, New Guinea, 23 Aug 1944 (operated from Morotai, 8 Nov 1944–10 Jan 1945); Lingayen, Luzon, 13 Jan 1945; San Jose, Mindoro, 27 Feb 1945 (operated from Palawan, 26 Apr–11 May 1945); Zamboanga, Mindanao, 4 May 1945; Tacloban, Leyte, 5 Nov 1945; Palawan, 15 Feb 1946; Floridablanca, Luzon, 17 Jul 1946; Clark Field, Luzon, 16 Sep 1947; Taegu, Korea, 28 Jul 1950; Ashiya, Japan, 8 Aug 1950; Tongnae, Korea, 8 Sep 1950; Pyongyang, Korea, 20 Nov 1950; Suwon, Korea, 3 Dec 1950; Chinhae, Korea, 22 Dec 1950; Pusan, Korea, 24 Mar 1951; Osan-Ni, Korea, 11 Jan 1953; Kadena AB, Okinawa, 30 Oct 1954–.

Aircraft. P-39, 1942–1943; P-38, 1943–1946; P-51, 1946–1947, 1948–1952; P-47, 1946–1948; P-80, 1946, 1949–1950; F-86, 1953–1957; F-100, 1957–1963; F-105, 1963–.

Operations. Patrols over the Pacific from Christmas Island, Feb–Oct 1942. Combat in South and Southwest Pacific, Nov 1942–14 Aug 1945. Unmanned, Mar–Sep 1947. Combat in Korea, c. 28 Jul 1950–27 Jul 1953.

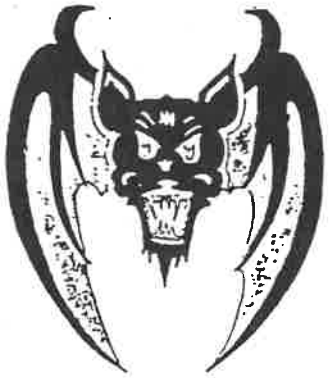
Service Streamers. None.

Campaigns. World War II: Guadalcanal; New Guinea; Northern Solomons; Bismarck Archipelago; Western Pacific; Leyte; Luzon; Southern Philippines; Air Combat, Asiatic-Pacific Theater. Korean War: UN Defensive; UN Offensive; CCF Intervention; First UN Counteroffensive; CCF Spring Offensive; UN Summer-Fall Offensive; Second Korean Winter; Korea Summer-Fall, 1952; Third Korean Winter; Korea Summer-Fall, 1953.

Decorations. Distinguished Unit Citations: Philippine Islands, 10–11 Nov 1944; Korea, 3 Nov 1950–24 Jan 1951; Korea, 22 Apr–8 Jul 1951. Philippine Presidential Unit Citation. Republic of Korea Presidential Unit Citations: [28] Jul 1950–31 Jan 1951; 1 Feb 1951–31 Mar 1953. Air Force Outstanding Unit Awards: 1 Dec 1959–30 Nov 1960; 1 Sep 1962–31 Aug 1963.

44th FIGHTER

18 FG



Emblem. A bat's head affronte, with leering expression, black, with yellow and red detail, between two wings, expanded and inverted, red, with ribs black. (Approved 18 Feb 1942.)

Lineage. Constituted 44th Pursuit Squadron (Interceptor) on 22 Nov 1940. Activated on 1 Jan 1941. Redesignated: 44th Fighter Squadron on 15 May 1942; 44th Fighter-Bomber Squadron on 20 Jan 1950; 44th Tactical Fighter Squadron on 1 Jul 1958.

Assignments. 18th Pursuit (later Fighter) Group, 1 Jan 1941; 318th Fighter Group, 15 Oct 1942; 18th Fighter (later Fighter-Bomber) Group, 30 Mar 1943 (attached to 6200th Air Base Wing, 1 Dec 1950; 6200th Air Base Group, 8 Jan 1954–15 Jul 1955); 18th Fighter-Bomber (later Tactical Fighter) Wing, 1 Oct 1957–.

Stations. Wheeler Field, TH, 1 Jan 1941; Bellows Field, TH, 7 Nov 1941; Wheeler Field, TH, 12 Dec 1941; Kaneoke, TH, 27 Dec 1941; Wheeler Field, TH, 25 Jan 1942; Bellows Field, TH, 23 Jun–23 Oct 1942; Efate, 22 Nov 1942 (operated from Guadalcanal, 20 Dec 1942–20 Mar 1944); Espiritu Santo, 25 Nov 1943 (operated from Treasury Island, 20 Mar–25 Apr 1944; and from Guadalcanal beginning 11 May 1944); Guadalcanal, 17 Jul 1944; Cape Opmarai, New Guinea, 23 Aug 1944 (operated from Morotai, 7 Nov 1944–16 Jan 1945); Lingayen, Luzon, 13 Jan 1945; San Jose, Mindoro, c. 1 Mar 1945 (operated from Palawan, 26 Apr–13 May 1945); Zamboanga, Mindanao, 4 May–Nov 1945; Palawan, 10 Nov 1945; Floridablanca, Luzon, 17 Jul 1946; Clark Field, Luzon, 16 Sep 1947; Kadena, Okinawa, 15 Jul 1955–.

Aircraft. P–40, 1941–1944; P–38, 1944–1946; P–51, 1946–1947, 1948–1950; P–47, 1946–1948; P–80, 1946; 1949–1953; F–86, 1954–1957; F–100, 1957–1963; F–105, 1963–.

Operations. Patrols over the Pacific from Hawaii, 7 Dec 1941–Oct 1942. Combat in South and Southwest Pacific, 21 Dec 1942–7 Aug 1945. Unmanned, Mar–Sep 1947.

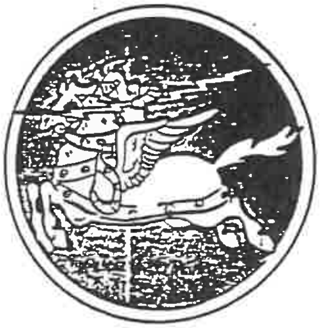
Service Streamers. None.

Campaigns. Central Pacific; China Defensive; Guadalcanal; New Guinea; Northern Solomons; Bismarck Archipelago; Western Pacific; Leyte; Luzon; Southern Philippines.

Decorations. Distinguished Unit Citation: Philippine Islands, 10–11 Nov 1944. Philippine Presidential Unit Citation. Air Force Outstanding Unit Awards: 1 Dec 1959–30 Nov 1960; 1 Sep 1962–31 Aug 1963.

70th FIGHTER

18 FG



EMBLEM. On an ultramarine blue disc, border yellow orange, edged black, a knight in armor on the back of a white charger with yellow orange wings, galloping toward dexter, while holding a lance in the form of a large, jagged, yellow orange lightning flash. (Approved 17 May 1945.)

LINEAGE. Constituted 70th Pursuit Squadron (Interceptor) on 14 Dec 1940. Activated on 1 Jan 1941. Redesignated 70th Fighter Squadron on 15 May 1942. Inactivated on 26 Dec 1945.

ASSIGNMENTS. 35th Pursuit Group, 1 Jan 1941–15 Jan 1942; US Army Forces in Fiji, 28 Jan–3 Oct 1942; 347th Fighter Group, 3 Oct 1942; 18th Fighter Group, 30 Mar 1943; 347th Fighter Group, 1 Nov–26 Dec 1945.

STATIONS. Hamilton Field, Calif, 1 Jan 1941–12 Jan 1942; Fiji, 29 Jan 1942 (operated from Guadalcanal, 21 Dec 1942–Apr 1943); Guadalcanal, 6 Apr 1943; New Georgia, 18 Oct 1943; Sansapor, New Guinea, 23 Aug 1944 (operated from Morotai, 9 Nov 1944–16 Jan 1945); Lingayen, Luzon, 19 Jan 1945; San Jose, Mindoro, 26 Feb 1945; Zamboanga, Mindanao, 4 May 1945; Puerto Princesa, Palawan, 10 Nov–26 Dec 1945.

AIRCRAFT. P-36, 1941; P-39, 1942–1944; P-40, 1943; P-38, 1944–1945.

OPERATIONS. Air defense of Fiji, Feb-Dec 1942. Combat in South and Southwest Pacific, 21 Dec 1942–21 Jul 1944, and 9 Sep 1944–9 Aug 1945.

SERVICE STREAMERS. None.

CAMPAIGNS. China Defensive; Guadalcanal; New Guinea; Northern Solomons; Bismarck Archipelago; Western Pacific; Leyte; Luzon; Southern Philippines; Air Combat, Asiatic-Pacific Theater.

DECORATIONS. Distinguished Unit Citation: Philippine Islands, 10–11 Nov 1944. Philippine Presidential Unit Citation.

339th FIGHTER

347 FG

EMBLEM. On an Air Force blue disc, spattered with white stars, a silver colored dragon, with red eyeballs, white pupils, and flames of fire from his mouth, rearing upward between two large cloud formations, issuing from the sides of the disc of the second color. (Approved 19 Oct 1955.)

LINEAGE. Constituted 339th Fighter Squadron on 29 Sep 1942. Activated on 3 Oct 1942. Inactivated on 1 Jan 1946. Activated on 25 Aug 1946. Redesignated: 339th Fighter Squadron (All Weather) on 10 Aug 1948; 339th Fighter-All Weather Squadron on 20 Jan 1950; 339th Fighter-Interceptor Squadron on 25 Apr 1951. Inactivated on 15 Jan 1958.

ASSIGNMENTS. 347th Fighter Group, 3 Oct 1942–1 Jan 1946. Thirteenth Air Force, 25 Aug 1946; 347th Fighter (later Fighter-All Weather) Group, 20 Feb 1947 (attached to 35th Fighter [later Fighter-Interceptor] Wing, 1 Jul 1949–1 Dec 1950); Fifth Air Force, 24 Jun 1950; 314th Air Division, 1 Dec 1950 (attached to 6162d Air Base Wing, 1 Dec 1950; 35th Fighter-Interceptor Wing, 25 May 1951–20 Jul 1954); Japan Air Defense Force, 1 Mar 1952 (attached to 49th Fighter-Bomber Wing, 20 Jul 1954); Fifth Air Force, 1 Sep 1954 (attached to 4th Fighter-Interceptor Wing, 18 Sep 1954–15 Jan 1958); 39th Air Division, 1 Mar 1955–15 Jan 1958.

STATIONS. New Caledonia, 3 Oct 1942 (detachment operated from Guadalcanal, 3 Oct 1942–1 Dec 1943); Guadalcanal, 29 Dec 1943; Stirling Island, 15 Jan 1944; Sanspor, New Guinea, 15 Aug 1944; Middelburg Island, 19 Sep 1944 (operated from Morotai, 13 Feb–25 Mar 1945); San Jose, Mindoro, 22 Feb 1945; Puerto Princesa, Palawan, 6 Mar–11 Dec 1945; Camp Stoneman, Calif, 30 Dec 1945–1 Jan 1946. Ft William McKinley, Luzon, 25 Aug 1946; Johnson AB, Japan, 15 Dec 1946; Yokota, Japan, 1 Apr 1950; Johnson AB, Japan, 4 Aug 1950; Chitose, Japan, 20 Jul 1954–15 Jan 1958.

AIRCRAFT. P–400, 1942; P–39, 1942–1943; P–38, 1942–1945. P–61, 1947–1950; F–82, 1949–1951; F–94, 1951–1955; F–80, 1953–1954; F–86, 1955–1957.

OPERATIONS. Combat in South and Southwest Pacific, c. 22 Oct 1942–8 Aug 1945. Combat in Korea, 27 Jun–5 Jul 1950.

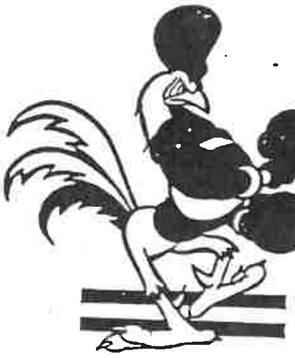
SERVICE STREAMERS. None.

CAMPAIGNS. World War II: China Defensive; Guadalcanal; New Guinea; Northern Solomons; Bismarck Archipelago; Western Pacific; Leyte; Luzon; Southern Philippines; China Offensive. Korean War: UN Defensive.

DECORATIONS. Distinguished Unit Citation: Netherlands East Indies, 7, 20, and 22 Nov 1944. Presidential Unit Citation: [1942]. Philippine Presidential Unit Citation.

67th FIGHTER

347 FG



©*Walt Disney Productions*

Emblem. A caricatured, white, fighting gamecock with red comb and wattles, yellow beak and feet, and tail having three feathers, orange, yellow, and blue respectively, wearing a blue green, light blue green, and black, striped turtleneck sweater and brown boxing gloves, facing toward sinister, while standing in front of a horizontal bar triparted red, white, and blue. (Approved 8 Mar 1945.)

Lineage. Constituted 67th Pursuit Squadron (Interceptor) on 20 Nov 1940. Activated on 15 Jan 1941. Redesignated: 67th Fighter Squadron on 15 May 1942; 67th Fighter-Bomber Squadron on 20 Jan 1950; 67th Tactical Fighter Squadron on 1 Jul 1958.

Assignments. 58th Pursuit (later Fighter) Group, 15 Jan 1941; 347th Fighter Group, 3 Oct 1942; 18th Fighter (later Fighter-Bomber) Group, 1 Nov 1945; 18th Fighter-Bomber (later Tactical Fighter) Wing, 1 Oct 1957–.

Stations. Selfridge Field, Mich, 15 Jan 1941; Baton Rouge, La, 6 Oct 1941–17 Jan 1942; New Caledonia, 15 Mar 1942 (operated from Guadalcanal, 22 Aug–22 Dec 1942; 29 Jan–Jun 1943); Woodlark, 23 Jul 1943 (operated from New Georgia, 28 Oct–16 Dec 1943); Russell Islands, 23 Jan 1944 (operated from Bougainville, 2 Mar–3 Apr 1944); Middelburg Island, c. 15 Aug 1944; San Jose, Mindoro, 22 Feb 1945 (operated from Morotai, 12 Feb–21 Mar 1945); Puerto Princesa, Palawan, 6 Mar 1945; Laoag, Luzon, c. 10 Nov 1945; Puerto Princesa, Palawan, 8 Feb 1946; Floridablanca, Luzon, 17 Jul 1946; Clark Field, Luzon, 16 Sep 1947; Taegu, Korea, 28 Jul 1950; Ashiya, Japan, 2 Aug 1950; Tongnae, Korea, 8 Sep 1950; Pyongyang, Korea, 27 Nov 1950; Suwon, Korea, 1 Dec 1950; Chinhae, Korea, 9 Dec 1950; Hoengsong, Korea, 2 Jun 1952; Osan-Ni, Korea, 10 Jan 1953; Kadena AB, Okinawa, 30 Oct 1954–.

Aircraft. P-36, 1941; P-400, 1942; P-39, 1942–1944; P-38, 1944–1945; P-51, 1946; P-80, 1946–1950; P-47, 1947–1949; F-51, 1950–1953; F-86, 1953–1957; F-100, 1957–1962; F-105, 1963–.

Operations. Replacement training, 1941. Air defense of New Caledonia, Mar–Oct 1942. Combat in South and Southwest Pacific, 24 Aug 1942–8 Aug 1945. Combat in Korea, 2 Aug 1950–27 Jul 1953.

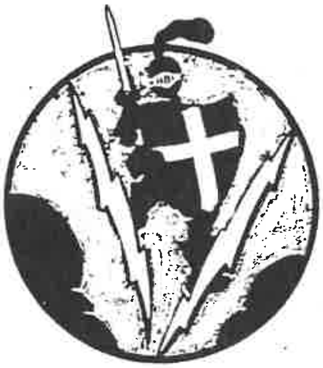
Service Streamers. None.

Campaigns. World War II: China Defensive; Guadalcanal; New Guinea; Northern Solomons; Bismarck Archipelago; Western Pacific; Leyte; Luzon; Southern Philippines; China Offensive; Air Combat, Asiatic-Pacific Theater. Korean War: UN Defensive; UN Offensive; CCF Intervention; First UN Counteroffensive; CCF Spring Offensive; UN Summer-Fall Offensive; Second Korean Winter; Korea Summer-Fall, 1952; Third Korean Winter; Korea Summer-Fall, 1953.

Decorations. Distinguished Unit Citations: Netherlands East Indies, 7, 20, and 22 Nov 1944; Korea, 3 Nov 1950–24 Jan 1951; Korea, 22 Apr–8 Jul 1951. Air Force Outstanding Unit Awards: 1 Dec 1959–30 Nov 1960; 1 Sep 1962–31 Aug 1963. Presidential Unit Citation: [1942]. Philippine Presidential Unit Citation. Republic of Korea Presidential Unit Citations: [2 Aug] 1950–31 Jan 1951; 1 Feb 1951–31 Mar 1953.

68th FIGHTER

347 FG



EMBLEM. Over and through a grayed light blue disc, border black, a knight in black armor, wearing light red gauntlets, boots, and plume, carrying a white lance, edged and trimmed black, in the right hand, and holding a spade-type shield of light red, marked with a white cross, in the left hand, while standing affronte, on jogs in yellow lightning bolts; pilewise, points toward base, between a black cloud formation in dexter base and a like formation in sinister base. (Approved 29 Nov 1944.)

LINEAGE. Constituted 68th Pursuit Squadron (Interceptor) on 20 Nov 1940. Activated on 15 Jan 1941. Redesignated: 68th Fighter Squadron on 15 May 1942; 68th Fighter Squadron (All Weather) on 10 Aug 1948; 68th Fighter-All Weather Squadron on 20 Jan 1950; 68th Fighter-Interceptor Squadron on 25 Apr 1951.

ASSIGNMENTS. 58th Pursuit (later Fighter) Group, 15 Jan 1941; 347th Fighter Group, 3 Oct 1942; 18th Fighter Group, 1 Nov 1945; 8th Fighter Group, 15 Dec 1945; 347th Fighter (later Fighter-All Weather) Group, 20 Feb 1947 (attached to 8th Fighter-Bomber Wing, 1 Apr 1950); Fifth Air Force (attached to 8th Fighter-Bomber Wing), 24 Jun 1950; 314th Air Division, 1 Dec 1950 (attached to 6160th Air Base Wing, 1 Dec 1950–20 Oct 1954); Japan Air Defense Force, 1 Mar 1952; Fifth Air Force, 1 Sep 1954; 43d Air Division, 1 Mar 1955; 41st Air Division, 1 Oct 1957; Fifth Air Force, 1 Jun 1962–.

STATIONS. Selfridge Field, Mich, 15 Jan 1941; Baton Rouge, La, 6 Oct 1941; Oakland, Calif, 22 Jan–17 Feb 1942; Amberly Field, Australia, 16 Mar 1942; Tongatabu, 16 May–28 Oct 1942; New Caledonia, 2 Nov 1942; Guadalcanal, c. 12 Nov 1942; Fiji, 12 Apr 1943 (operated from Guadalcanal, 12 Apr–Dec 1943); Bougainville, 4 Feb 1944; Middelburg Island, 17 Aug 1944; San Jose, Mindoro, 23 Feb 1945; Puerto Princesa, Palawan, 6 Mar 1945; Fukuoka, Japan, 15 Dec 1945; Ashiya, Japan, 20 May 1946; Itazuke, Japan, Sep 1946; Bofu, Japan, 19 Oct 1948; Ashiya, Japan, 3 May 1949; Itazuke, Japan, 1 Apr 1950–.

AIRCRAFT. P-36, 1941; P-43, 1941; P-40, 1941–1943; P-39, 1942–1944; P-400, 1942; P-38, 1942–1945; P-51, 1946–1947; P-61, 1947–1950; F-82, 1949–1952; F-94, 1951–1953; F-86, 1953–1959; F-102, 1959–.

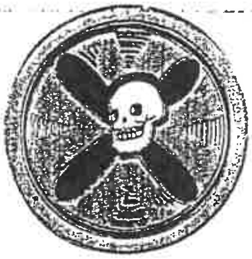
OPERATIONS. Air defense of Tongatabu, Jun–Oct 1942. Combat in South and Southwest Pacific, 12 Nov 1942–13 Aug 1945. Combat in Korea, 27 Jun 1950–23 Mar 1952.

SERVICE STREAMERS. None.

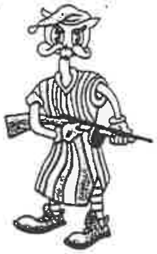
CAMPAIGNS. World War II: China Defensive; Guadalcanal; New Guinea; Northern Solomons; Bismarck Archipelago; Western Pacific; Leyte; Luzon; Southern Philippines; China Offensive; Air Combat, Asiatic-Pacific Theater. Korean War: UN Defensive; UN Offensive; CCF Intervention; First UN Counteroffensive; CCF Spring Offensive; UN Summer-Fall Offensive; Second Korean Winter.

DECORATIONS. Distinguished Unit Citation: Netherlands East Indies, 7, 20, and 22 Nov 1944. Presidential Unit Citation: [1942]. Philippine Presidential Unit Citation.

6th FIGHTER NFS



6th Pursuit Sq.
(Unit 1942)



6th Night Fighter Sq.
(From 1943)

Emblem. On a circular orange field, a gray skull outlined in black forming the hub of a shaded spinning propeller done in black. (Approved 8 Jul 1924.)

Lineage. Organized as 6th Aero Squadron on 13 Mar 1917. Redesignated: 6th Squadron on 14 Mar 1921; 6th Pursuit Squadron on 25 Jan 1923; 6th Pursuit Squadron (Interceptor) on 6 Dec 1939; 6th Fighter Squadron on 15 May 1942; 6th Night Fighter Squadron on 9 Jan 1943. Inactivated on 20 Feb 1947.

1943, with 18th
Det."B"-1943

Detachment "B" of the 6th Night Fighter Squadron got on the scoring board the same night. At 0321, 19 April, Capt. Bennett took off from Carney in a P-70 for his second interception attempt of the night. Already a seven hour Condition Red had been in effect. At 0418, Cactus searchlights caught a Betty as it flew directly over Henderson. Capt. Bennett, orbitting over a point east of Savo Island at 22,000 feet, instantly turned toward the field. By the time he arrived the Betty had eluded the searchlights, but within thirty seconds the P-70's AI radar had the enemy on the screen. Bennett then spotted the Betty's exhaust flames, and within a few seconds he was in firing position. He opened up with his four 20 mm cannon, and the shells ripped into the fuselage of the enemy bomber, causing it to explode.

For the first time an AAF night fighter had shot down a Washing Machine Charlie. The victory was also the first and last for a P-70 in the South Pacific. The P-70 type, a light bomber converted to the night fighter role, simply lacked the performance to do its job against the fast Japanese night bombers. In future, P-38s teaming up with searchlights would have to be used.

Assignments. Hawaiian Department, 13 Mar 1917; 2d Observation (later 5th Observation; 5th Pursuit and Bombardment; 5th Composite) Group, 15 Sep 1919; 18th Pursuit (later Fighter) Group, Jan 1927; 15th Fighter Group, 16 Mar 1943; VII Fighter Command, 5 Jun 1944 (attached to 318th Fighter Group, 11 Jan–16 Mar 1945); 7th Fighter Wing, 12 May 1945; Pacific Air Command, 1 Jan 1946; Fifth Air Force, 11 Jun 1946–20 Feb 1947.

Stations. Ft Kamehameha, TH, 13 Mar 1917; Ford Island (later Luke Field), TH, 25 Sep 1918; Wheeler Field, TH, 11 Jan 1927; Kahuku, TH, 30 Aug 1942; Kipapa, TH, 17 Nov 1942 (one detachment operated from Guadalcanal, 28 Feb–15 Sep 1943, and another from New Guinea, 18 Apr–14 Sep 1943); John Rodgers Aprt, TH, 3 Mar 1944 (detachment operated from Saipan, 21 June 1944–11 Jan 1945); Kipapa, TH, 28 Oct 1944; East Field, Saipan, 11 Jan 1945 (detachment operated from Kipapa, TH, 11 Jan–12 May 1945); Kagman Field, Saipan, Feb–1 May 1945; Kipapa, TH, 12 May 1945; Wheeler Field, TH, 2 Oct 1945–31 May 1946; Atsugi, Japan, 11 Jun 1946; Yokota, Japan, 1 Sep 1946–20 Feb 1947.

Aircraft. N–9, R–6, and HS2L during period 1918–1920; in addition to DH–4 included HS2L, JN–6, MB–3, and Fokker D–VII during period 1920–1926; in addition to PW–9 included DH–4 and C–2 during period 1927–1930; in addition to P–12 included PW–9, B–12 and OA–3 during period 1931–1938; in addition to P–26 and P–36 included B–12, A–12 and OA–9 during period 1939–1941; P–40, 1941–1942; B–18, 1942; P–70, 1942–1944; P–38, 1943; P–47, 1943–1945; P–61, 1944–1947.

Operations. Combat in Central, South, and Southwest Pacific, 7 Dec 1941–14 Aug 1945.

Service Streamers. None.

Campaigns. Central Pacific; New Guinea; Northern Solomons; Western Pacific; Air Combat, Asiatic-Pacific Theater.

Decorations. None.

419th FIGHTER NFS

Emblem. None.

Lineage. Constituted 419th Night Fighter Squadron on 24 Mar 1943. Activated on 1 Apr 1943. Inactivated on 20 Feb 1947.

Assignments. Air Defense Department, AAF School of Applied Tactics, 1 Apr 1943 (attached to 481st Night Fighter Operational Training Group, 17 Jul 1943); XIII Fighter Command, 15 Nov 1943; 18th Fighter Group, 21 Nov 1943; XIII Fighter Command, 25 Aug 1944; 85th Fighter Wing, 10 Jan 1946–20 Feb 1947.

Stations. Orlando AB, Fla, 1 Apr 1943; Kissimmee AAFld, Fla, 22 Apr–15 Oct 1943; Guadalcanal, 15 Nov 1943 (one detachment operated from Bougainville, 25 Jan–27 May 1944, Nadzab, New Guinea, 26 Jun–25 Jul 1944, and Noemfoor, 26 Jul–27 Nov 1944; another from Los Negros, 27 Jun–18 Aug 1944); Middelburg Island, 21 Aug 1944 (detachment operated from Morotai, 27 Nov 1944–16 Mar 1945); Puerto Princesa, Palawan, 6 Mar 1945 (one detachment operated from Zamboanga, Mindanao, 18 Mar–20 Jul 1945; another from Sanga Sanga, Sulu, 20 Jun–24 Jul 1945); Clark Field, Luzon, 10 Jan 1946; Floridablanca, Luzon, 7 May 1946–20 Feb 1947.

Aircraft. P-70, 1943–1944; P-38, 1943–1945; A-24, 1944; P-61, 1944–1946.

Operations. Combat in South and Southwest Pacific, 10 Dec 1943–14 Aug 1945; not manned after 18 Aug 1946.

Service Streamers. None.

Campaigns. New Guinea; Northern Solomons; Bismarck Archipelago; Western Pacific; Southern Philippines; Air Combat, Asiatic-Pacific Theater.

Decorations. None.

SPECIFICATIONS

Span: 61'4"; length, 48'0"; height, 17'7"

Weight: 26,580 lbs. maximum

Armament: Eight .50-cal. machine guns; 2,000 lbs. of bombs internally, 2,000 lbs. externally

Engines: Two Wright R-2600s of 1,600 hp. each

Cost: $74,000

PERFORMANCE

Maximum speed: 317 mph.

Cruising speed: 230 mph.

Range: 1,025 miles

Service ceiling: 25,000 ft.

DOUGLAS A-20G "HAVOC"

When the U.S. entered WW II, the A-20 attack bomber had already been proven in combat by British and French forces. On July 4, 1942, six A-20s flown by American crews of the 15th Bombardment Squadron accompanied six flown by British crews on a low-altitude mission against four Dutch airfields, the first U.S. daylight bombing raid in Europe.

The versatile A-20 was used in the Pacific, Middle East, North African, Russian and European theaters. Some A-20s equipped with radar equipment and additional nose guns were redesignated as P-70s and were used as night fighters until replaced in 1944 by the P-61 "Black Widow" with its increased high altitude performance.

550th FIGHTER NFS

EMBLEM. None.

LINEAGE. Constituted 550th Night Fighter Squadron on 3 May 1944. Activated on 1 Jun 1944. Inactivated on 4 Jan 1946.

ASSIGNMENTS. Fourth Air Force, 1 Jun 1944 (attached to 319th Wing, 1 Jun–2 Nov 1944); Thirteenth Air Force, 2 Dec 1944; XIII Fighter Command, 12 Dec 1944–4 Dec 1945 (attached to XIII Bomber Command, 14 Feb 1945; 85th Fighter Wing, 7 Apr–Jun 1945).

STATIONS. Hammer Field, Calif, 1 Jun 1944; Visalia AAFld, Calif, 25 Aug–2 Nov 1944; Hollandia, New Guinea, 14 Dec 1944 (detachment operated from Middelburg Island, 31 Dec 1944–14 Feb 1945); Morotai, 14 Feb 1945 (detachment operated from Tacloban, Leyte, 8 Mar–7 Apr 1945); Tacloban, Leyte, 7 Apr–4 Dec 1945 (detachments operated from Zamboanga, Mindanao, 27 Apr–17 Jun 1945; Sanga Sanga, Sulu, 28 May–Aug 1945; and Puerto Princesa, Palawan, 9–19 Jun 1945); Camp Stoneman, Calif, 3–4 Jan 1946.

AIRCRAFT. BT–13, AT–10, P/YP–61, and P–70, 1944; P–61, P–70, and P–38, 1945.

OPERATIONS. Combat in Southwest Pacific, c. 15 Jan–31 Jul 1945.

SERVICE STREAMERS. None.

CAMPAIGNS. New Guinea; Leyte; Southern Philippines.

DECORATIONS. Philippine Presidential Unit Citation.

SPECIFICATIONS

Span: 66'0"; length: 49'7"; height: 14'8"

Weight: 35,855 lbs. maximum

Armament: Four .50-cal. machine guns in upper turret and four 20mm cannon in belly; 6,400 lbs. of bombs

Engines: Two Pratt & Whitney R-2800s of 2,100 hp. each

Cost: $170,000

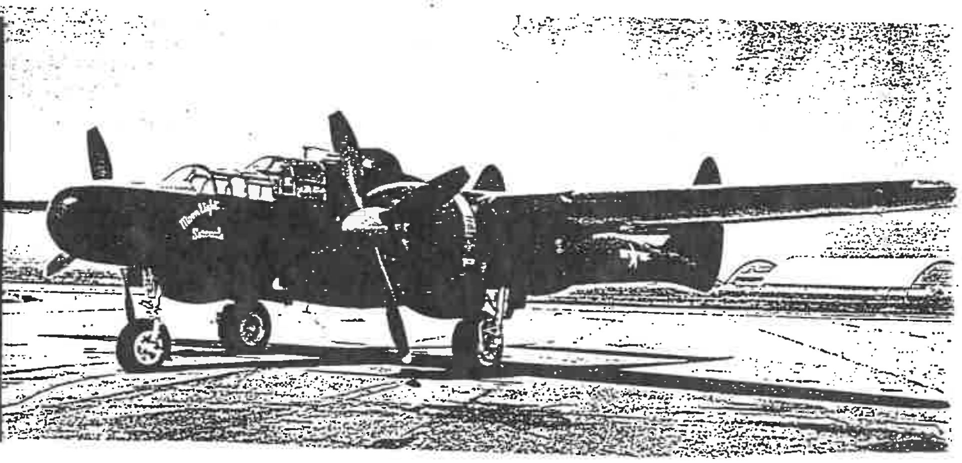
PERFORMANCE

Maximum speed: 425 mph.

Cruising speed: 275 mph.

Range: 1,200 miles

Service ceiling: 46,200 ft.

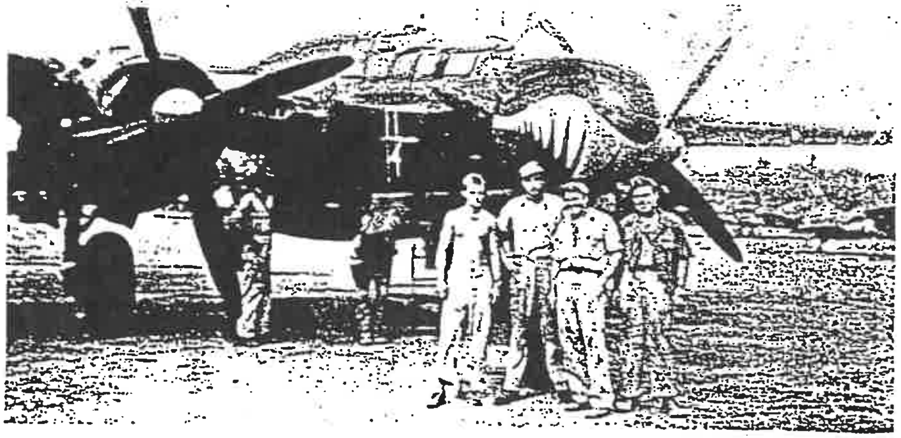


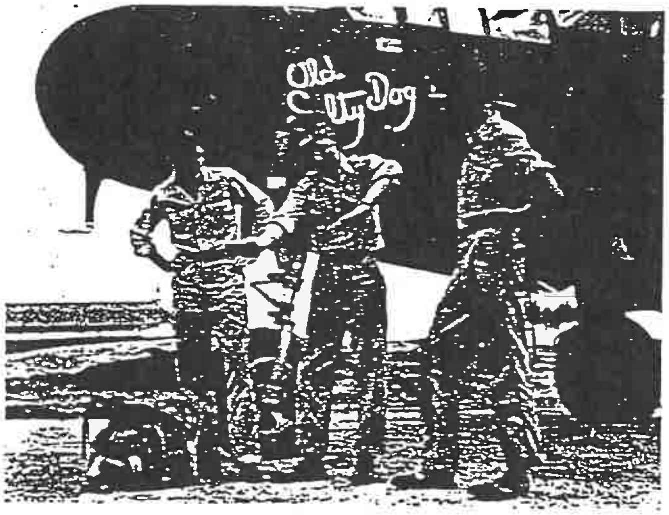
NORTHROP P-61C "BLACK WIDOW"

The heavily-armed Black Widow was this country's first aircraft specifically designed as a night fighter. In the nose, it carried radar equipment which enabled its crew of two or three to locate enemy aircraft in total darkness and fly into proper position to attack.

The Black Widow on display was presented to the Air Force Museum by the Tecumseh Council, Boy Scouts of America, Springfield, Ohio, in 1958. It is painted and marked as a P-61B assigned to the 550th Night Fighter Squadron serving in the Pacific in 1945.

[illegible] P-61 of Capt. Edward Grossheider, 419th NFS, at Zamboanga in July 1945, with M/Sgt. Schmidt and maintenance crew. Below, "Old Salty Dog" of the 419th with R/O Tony Grotzinger, left, pilot Herman E. Manke, center, and pilot Robert E. Winslow, right. Below right, a black P-38 of the 550th Night Fighter Squadron, with Jack Melick, Russ Lortz and Bill Short. (Collections of Mel Stevick, Tony Grotzinger and Russ Lortz via Warren Thompson)





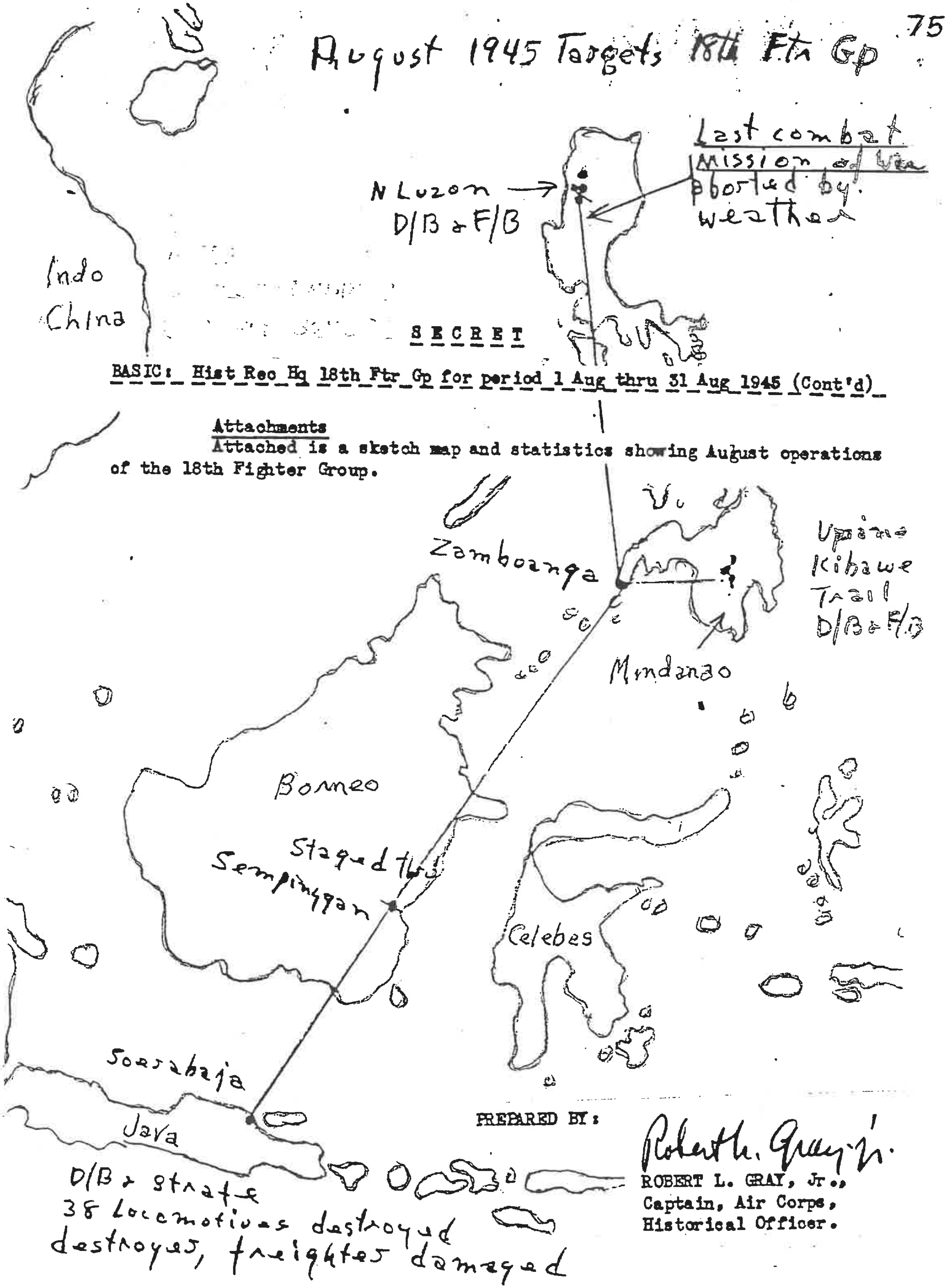
THIRTEENTH AIR FORCE ACES

UNIT	XIII FC	18th FG HQ.	347th FG HQ.	6th NFS Det. B	12th FS	44th FS	67th FS	68th FS	70th FS	339th FS	419th NFS
VICTORIES	2	6½	12	8	43½	162½	24*	44½	63	162	6

* One additional victory scored by the 67th, Capt. Joseph J. Berkow, on 28 August 1943 in Southwest Pacific.

NAME	UNIT	VICTORIES	NOTES
Lt. Col. Robert B. Westbrook	44th Fighter Squadron and 347th Fighter Group	20	Killed in Action 22 November 1944
Lt. Col. Bill Harris	339th Fighter Squadron and 18th Fighter Group	16	
Capt. Cotesworth B. Head, Jr.	44th Fighter Squadron	14	Killed in Action 18 January 1944
1st Lt. Murray J. Shubin	339th Fighter Squadron	11	Five victories on 16 June 1943
1st Lt. Joseph J. Lesicka	44th Fighter Squadron	8½	
Capt. Frank L. Gaunt	44th Fighter Squadron	8	
Major John W. Mitchell	339th Fighter Squadron	8	Later scored 3 victories with 15th FG, 7th AF
1st Lt. Lucien B. Shuler	44th Fighter Squadron	7	
Capt. Elmer M. Wheadon	44th Fighter Squadron	7	Five victories on 1 July 1943
2nd Lt. Henry Meigs II	6th Night Ftr. Sqdn.		
1st Lt. Henry Meigs II	339th Fighter Squadron	6	Scored three victories with each squadron
1st Lt. Thomas H. Walker	339th Fighter Squadron	6	
1st Lt. Jack A. Bade	44th Fighter Squadron	5	
1st Lt. Rex T. Barber	339th Fighter Squadron	5	
1st Lt. Truman S. Barnes	339th Fighter Squadron	5	
Capt. Robert C. Byrnes	44th Fighter Squadron	5	
Capt. George T. Chandler	339th Fighter Squadron	5	
1st Lt. William F. Fiedler, Jr.	70th & 68th Ftr. Sqdns.	5	
1st Lt. Cyrus R. Gladen	44th Fighter Squadron	5	
1st Lt. Besby F. Holmes	339th Fighter Squadron	5	
Capt. Thomas G. Lanphier, Jr.	70th Fighter Squadron	5	
Major Paul S. Bechtel	12th Fighter Squadron	4	Later destroyed a Zero, 2 September 1943, in a Marine F4U over Kahili, becoming an ace

August 1945 Targets 18th Ftr Gp


Last combat mission of war aborted by weather
N Luzon
D/B & F/B
Indo China
Zamboanga
Upiane
Kibawe
Taail
D/B & F/B
Mindanao
Borneo
Staged thru
Sempinggan
Celebes
Soerabaja
Java
D/B & strafe
38 locomotives destroyed
destroyer, freighter damaged

S E C R E T

BASIC: Hist Rec Hq 18th Ftr Gp for period 1 Aug thru 31 Aug 1945 (Cont'd)

Attachments

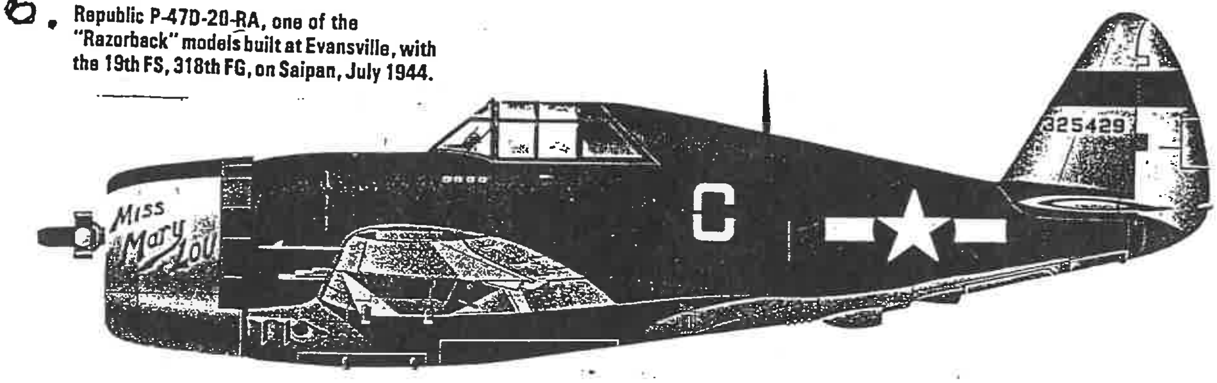
Attached is a sketch map and statistics showing August operations of the 18th Fighter Group.

PREPARED BY:

Robert L. Gray Jr.

ROBERT L. GRAY, Jr.,
Captain, Air Corps,
Historical Officer.

Republic P-47D-20-RA, one of the "Razorback" models built at Evansville, with the 19th FS, 318th FG, on Saipan, July 1944.



ASSIGNMENTS. ; 18th Pursuit (later Fighter) Group, Jan 1927; 318th Fighter Group, 16 Mar 1943–12 Jan 1946.

Lt. Col. Edward Hodges USAF (ret)

Of course, it all ended with the two atomic bombs and my "cookie cutters" ended for that war! We all got a ringside seat when the Japanese peace planes (Bettys painted white with green crosses) arrived at our strip escorted by a squadron of B-25s and P-38s. One of the Japanese planes ground-looped on landing (no damage), I'm sure to the pilot's everlasting embarrassment. It was rather comical to see the Japanese peace party, some of the civilians in morning frocks, striped pants and opera hats carrying bouquets of flowers, deplane for transfer to a USAAF C-54 transport to continue their journey to Manila and their rendezvous with destiny and MacArthur. Their high ranking military officers also seemed somewhat hampered by their long ceremonial swords as they climbed the ladder into the C-54, but they refused to take them off. One time after the conflict, we were up "boring holes in the sky" when we spotted a carrier cruising off Okinawa. Since the war had been won by several weeks, we felt the Navy had probably stopped shooting people down and decided to give her a "buzz job." Well, we made a pass down her flight deck, peeled up, spaced ourselves as if for a landing, dropped our gear and made an approach, only to see the LSO frantically waving us off. I'm surprised there was never an official response to that "incident." Maybe they got as big a chuckle from it as we did and knew we were only kidding! So ended WWII.

As an interesting aside, of the P47Ns in my squadron, most eventually wound up at Clark Field in the Philippines as replacement aircraft for the 67th Fighter Squadron, 18th Fighter Group, of which Biteman and I were to become members in 1948. When I reported in, the squadron had just finished conversion again to the P-51, and the venerable old Jugs were either transferred to the Chinese Air Force or scrapped. On my orientation tour of Clark by jeep, I spotted old "Nancy, Queen of the Clouds" sitting forlornly in the boneyard across the runways from the main base. She disappeared before I could get back out to see her, whether to Taiwan or scrap, I don't know.

At the P-47 Thunderbolt Pilots annual reunion, we always have an "Ie Shima Table" at the last evening's ball, comprised of those of us from the 301st Fighter Wing (318th, 413th and 507th Fighter Groups) who attend. You'd be surprised how many of us OFs are still around and still embellishing our lies!

The author in 1949.

18th (DESIGNATIONS NOTED BELOW) Historical Data

The original designation of this unit, first organized on **11 January, 1927** at Wheeler Field, Oahu, Territory of Hawaii, was **"18th Provisional Pursuit Group"**, by General Order #1, Hawaiian Department, dated 5 January 1927. Personnel were transferred to the 18th from other units. On 20 January 1927 the unit was re-designated **"18th Pursuit Group"** by GO #2, HD. The "fighting cock" Group insignia with *"Unguibus et Rostro"* ("With Talon and Beak") was officially approved in 1932. In late 1941 (date & order number uncertain) the designation was changed to **"18th Pursuit *Interceptor* Group,** then (also date unk) became the **18th Fighter Group, SE** (indicating Single Engine), while flying P-39s, P-40s and P-70s. On 8 June 1944, with receipt of Lockheed P-38s, the unit designation became **"18th Fighter Group, TE"** (for Twin-engine) by General Order 923, Hq USAFISPA. On 15 September 1947, following its' temporary de-activation since 25 March 1947, the Group again became **"18th Fighter Group, SE"** by authority of GO #35, 13th Air Force. This designation was subsequently changed in early 1950 to **"18th Fighter-Bomber Group"**, which it carried until after the Korean War truce. The Wing, now based at Kadena AFB, Okinawa, Japan, (1995) carries **"18th Tactical Fighter Wing"** as its current designation.

EVENTS BETWEEN THE JAPANESE SURRENDER (15 AUGUST 1945) AND THE NORTH KOREAN INVASION (25 JUNE 1950) ---------

These notes were gleaned from official 18th Group Historical Reports, as summarized and edited by Lt. Col. Duane E. 'Bud' Biteman, USAF, Retired, ... a 1948 - 1951 fighter pilot alumnus of the 12th, 39th, 44th and 67th Fighter Squadrons, and 18th Group Hdqtrs. (S-2)

10 June 1946 to 9 July 1946: The 18th Fighter Bomber Group was 'still' located on Palawan Island, Philippine Islands, operating under "severe difficulties" due to maintenance problems and lack of trained personnel.. They looked forward to their impending move to Florida Blanca field on Luzon, sixty miles north of Manila, where advance parties were already preparing facilities.

At the time, Col. Victor R. Haugen had commanded the Group since 4 April 1946, with recently-assigned Lt.Col. Earl W. Worley as Deputy Commander. The Group's P-51D aircraft had been grounded for 20 days commencing 6 June '46, following a succession of similar engine failures. After inspecting each aircraft, limited flying was resumed on 26 June '46. Lack of trained specialists and shortage of repair parts were major factors. Despite those personnel problems, the Group managed to fly a forty-plane 'mass formation' to Florida Blanca on 3 July, followed by maintenance and refueling crews that afternoon. Forty P-51s then flew an aerial review over Manila at 1045 hrs on 4 July 1946, all returning safely to Florida Blanca, where they remained until the balance of their units arrived to join them. The report noted that 48 Mustangs were ready for the mass flight, but were not able to be used for the formation due to a pilot shortage, caused by the sudden transfer of 25 *'Cat V'* pilots to the US on the previous day. Officer strength dropped to 60, of an authorized 112; and enlisted strength was only 249, of an authorized 336.

The incomplete historical report quoted above did not indicate how long the P-51s had been assigned to the 18th Group; it did note, however that maintenance improved with the arrival, on 26 June, 1946, of a P-51 Mobile Training Unit. However it's operation, too, was hindered by lack of qualified instructors.

10 July 1946 to 9 August 1946: (Historical report missing.) It is apparent that a number of P-80As had been delivered to the 18th at Florida Blanca, Luzon during this period, because the next (Aug-Sep '46) report refers to P-80 hours flown and a fatal P-80 accident. This deployment of P-80As was most likely the first overseas, out-of-country assignment of American Jets anywhere in the world.

10 August 1946 to 9 September 1946: Col.. Homer A. Boushey, replaced Col. Victor Haugen as Group Commander on 7 Aug. '46, and welcomed a contingent of sixteen experienced P-80 pilots from the 412th Fighter Group, March Field, CA, and from the Proving Ground Command at Pinecastle, FL. The newly-assigned P-80s had arrived by ship during August, (it is not certain at this point whether they were off-loaded at Sangley Point, then flown to Florida Blanca, or whether they were trucked from the Port to the airfield.) The report indicates that 'increased' hours were flown during the reporting period, as: 294 in P-51s; 50.5 in P-80s and 51.4 in AT-6. It was noted that the"planned ferry flight of 22 P-51s to 5th Air Force in Japan had been delayed, but was expected to take place within the 'next week."

Two scheduled bi-weekly Group training formation flights were flown: the first consisted of twenty-one P-51s; the second included nineteen P-51s plus nine P-80As.

On 9 Sept 1946 a fatal P-80 accident occurred, in which Major Henry H. Trollope, Commander of the 67th Ftr Sqdn was killed. The cause of the accident, which occurred shortly after take-off was not immediately known. All P-80s were grounded until the cause could be determined.

Living conditions and ground transportation at Florida Blanca were reported to be wholly inadequate, since the group was still living in temporary war-style facilities, and had no vehicles to transport pilots and ground crews to and from their far-distant duties.

Weekly Report - Week ending 9 November 1946. Col. Boushey reported that massive personnel turnovers, although not readily discemable in the final month-end accountings, were occurring continually during the months, leaving him with a serious lack of trained people ...especially needed were 62 airplane maintenance technicians, 5 parachute riggers and 3 communications technicians. Aircraft strength was reported as: 25 P-80As on hand, of 25 authorized; 46 P-51Ds on hand, of 50 authorized, 3 wrecks and 1 grounded for parts at Samar, PI. Six of six authorized AT-6Fs were on hand. Of ninety-four pilots in the Group, all were checked out in P-51Ds but only 45 were checked-out in the P-80s. Only three P-80s were classed "Combat Ready", while 60 P-51Ds were considered 'ready'. Flying hours during the week included: P-80: 12:10; P-51: 90:05 and AT-6: 39:10. Flying hours were reported to be severely limited due to shortage of properly packed and inspected parachutes. During the week of the report, the last communications specialist in the group had transferred back to the US for discharge; scheduled emergency replacement transfers had not yet arrived. It was also noted that flights scheduled for Wednesday afternoon and Saturday morning were cancelled in order that all available personnel could practice for the parade and review to be given for General Eubank on 16 November 1946.

Two aircraft accidents occurred during the week: On 4 November 1946, 1/Lt Francis L. Welsh, AO-781126, 67th Sqdn, was killed in P-51D No. 44-73824, when his left wing reportedly tore off while pulling out from a high-speed dive while performing aerobatics. All P-51s were immediately grounded for inspection. On 8 November, 1946, 2/Lt. B. J. Mead, also of the 67th Sqdn, experienced excessive nosewheel vibration in P-80A No.44-85171; nosegear damage was incurred when a blown tire caused the aircraft to run off the runway.

Plans were initiated, effective 18 Nov. 1946, to transfer all P-80 aircraft and the best-qualified P-80 pilots to the 67th Fighter Sqdn. Between 1/2 and 2/3 of *Authorized* maintenance personnel would also be assigned to the 67th. Other experienced personnel would be divided amongst the other two squadrons until sufficient became available to man a third P-51 Squadron, to be known as the "12th Airdrome P-51 Squadron, Provisional".

Historical Report for period 1 January 1947 to 25 March 1947: Florida Blanca Army Air Base, Luzon, Philippine Islands.

On 24 January 1947 four P-80A jet fighters of the 67th Fighter Squadron, led by Col. Homer A. Boushey, 18th Group Commander, made the *first long-range over-water flight* in jet-propelled aircraft. The flight, from Laoag Field on the northern tip of Luzon, Philippine Islands, to Yuntan, Okinawa, a distance of 759 miles, was accomplished in one hour and fifty minutes. A second flight of four P-80As, on 10 March 1947, over the same route, and again led by Col. Boushey, shortened the flight time to one hour forty-one minutes, for an average ground speed of 451 mph.

During the subject reporting period, which began "auspiciously" with the promotion of twenty-six 2nd Lieutenants to 1st Lt., and eleven promotions to Captain shortly after the Holidays, the Group's P-51 flying hours climbed to 1100 in January, but once again personnel transfers cut into the unit's efficiency. Lt. Col. Grumbles, Group Operations Officer (who'd been 18th Group Commander a year previously) returned to the US, as did Captain Garrett, 12th Sqdn Operations Officer, (who'd been 12th Sqdn. CO until July 1946), was assigned to 13th AF Hqtrs, and was succeeded in the 12th by Major Anderson. Lt. Col. Earl Worley, Deputy Group CO, succeeded Lt/Col. Grumbles.

"Throughout February rumors and reports definitely indicated *that something big was going to happen to the 18th.*" 1/Lt. Bernard M. James, 18th Historian recorded. : It was generally believed that the 67th Squadron with their P-80s would move to Okinawa, and that the other units of the18th Group were going to move to a new station. But when the rumors finally became fact, not even the wildest had come close to what actually was to happen.

For, ***after twenty years of active service, the 18th Fighter Group (nee Pursuit Group) was to be de-activated and it's personnel scattered!"*** In accordance with the US State Department program for decreasing the strength of United States forces in the Philippines, ***the 18th Fighter Group was de-activated on 25 March 1947.***

Historical Report for period 16 September 1947 to 31 December 1947: The March 1947 de-activation of the 18th Fighter Group was short-lived. General Order No. 35, 13th Air Force, dated 11 September 1947, reactivated the **18th Fighter Group, SE,** effective 16 September 1947, to be located at Clark Field, Luzon, Philippine Islands. On that date the 18th was re-manned in the former area of the 9th Bomb Group on the East "Dau" side of Clark Field. The burden of reorganization fell upon Major Kenneth M. Taylor, who was appointed temporary Group Commander, and upon Major Charles B. Sweeney, who served in the capacity of Group Adjutant. Lieut. Col. Joseph J. Kruzel arrived on 29 September 1947, to assume command of the Group, and the 12th, 44th and 67th Fighter Squadrons were re-assigned to the 18th on 3 October, 1947, with Major Kenneth M. Taylor (former temporary Group CO) taking command of the 12th, Major Franklin H. Scott commanding the 44th Squadron, and Major Harold G. Shook commanding the 67th Fighter Squadron. Major Victor E. Walton was commander of the 82nd Air Engineering Squadron. Other initial assignments included: Personnel (S-1): Captain Theodore T. Lutrey; Intelligence (S-2): 1/Lt. John W. Parish; Group Operations Officer (S-3): Major John W. Singleton; Supply Officer (S-4): Captain Nathan C. Haynes, Jr. Captain Gilbert W. Black became Group Air Inspector, and Captain Francis G. Geigel reported shortly thereafter as Group Chaplain. 2nd Lieut. Max M. Feibelman was appointed Group Special Services Officer. Lt. Henry J. Mozzi Group Mess Officer, and Lt William B. Howell served as PX Officer. Lt. Col. Andrew R. Schindler became Deputy Group commander upon his arrival 14 November 1947.

For the third time in the space of a single year, the 18th Fighter Group was equipped with yet another type of primary aircraft: the Republic P-47. By the end of November 1947, sixty-one of the "Jugs" had been received, and pilot check-outs were well under way. The 67th Squadron was assigned twelve P-47s and two AT-6s in November, then another 13 P-47s in December, making their total of 27.

On 23 December 1947, 1st Lt. P.C. Smith, while flying P-47 No. 44-88725 in formation practice, experienced complete engine failure while four miles south of Clark Field. He started to bail-out, but seeing the runway so near, decided to attempt a landing. However, the high sink rate of the P-47 prevented him from stretching his glide the last two hundred yards to the runway, and he hit short, finally crashing into a ditch between the two runways. Lt. Smith, who had failed to refasten his safety harness after deciding not to bail-out, was thrown clear of the crashed aircraft and sustained severe bruises and scratches. The P-47 received major damage in that first P-47 accident of the 18th Group. (The accident report was prepared by Captain Frank T. Bryan, 67th Sqdn S-2 Officer.)

Historical Summary for the year of 1948: [Original compiled by Capt. Frank T. Bryan, Group Historical Officer.]
The 18th Fighter Group, SE, was transferred from the Department of the Army to the newly organized Department of the Air Force on 2 January, 1948. Enlisted personnel would henceforth be known as "Airmen". The year 1948 commenced busily for the 18th, who were strenuously preparing for a 5 January, 1948, *Operational Readiness Test*, by Far East Air Forces (FEAF), to determine whether the newly-activated and newly-equipped Group could take its place among the 55 Groups of the new Air Force. While their outmoded, war-weary P-47 "Jugs" were still feeling "strange" to the relatively inexperienced 18th pilots, a major effort by everyone in the organization produced a startling **79% Combat Ready** (as compared to a minimum "passing" score of 60%), "winning their wings" as a Combat Ready unit of the United States Air Force. On 10 January 1948, 13th AF released the 82nd Air Engineering Squadron, which had 'unpickled' and prepared the entire group of P-47s for Squadron service. Major Vic Walton, the 82nd Commander, was transferred to 18th Group.

During June, 1948, the Group received word that it would once again be re-equipped with 'new' aircraft ...once again reverting to the P-51 Mustangs, after just beginning to feel comfortable with their big "Jugs". And, in the times of many changes, Major Atlee G. Manthos moved from Group Operations to assume command of the 67th Squadron relieving Major Harry G. Shook who, after commanding the 67th since re-activation, was returning the the US for reassignment. Captain Frank Bryan assumed the position of Group Operations Officer, after previously serving as 67th Sqdn and 18th Group Intellignece Officer.

In early August, 1/Lt. Charles E. Lindsay, 67th Squadron, was killed in the crash of his P-47N. Then, on 27 August, 1948, 1st Lieut. Harold E. Miller, AO-837019, Engineering Officer for the 67th Squadron, while on a routine training proficiency flight in P-47N number 44-88407, was seen in a flaming 30 degree dive about eight miles south of Clark Field. The aircraft exploded immediately upon impact, killing Lt. Miller instantly. No radio reports had been received from the stricken aircraft prior to the crash, according to the report by 1/Lt Aaron I. Bradley, 67th Squadron Intelligence Officer.

The first of the 18ths "new" *F*-51 Mustangs (the 'P for Pursuit' had just been dropped in favor of 'F for Fighter' in the new Air Force vocabulary!) began to arrive in early July 1948 from storage facilities in Japan, flown across the island chain by pilots from Johnson Field's (Japan) 35th Fighter Group. August 1948 saw the change of each individual P-47 pilot and crews to F-51 pilots and crews in a very short period of time. A seemingly difficult task, under near-combat conditions at the far end of the supply pipeline, which was accomplished with little difficulty and few accidents, because the crews were anxious to have the newer equipment exemplified by the F-51Ds. August also provided a new layer of command structure with the formation of **18th Fighter *Wing*,** commanded by Brigadier General Robert C. Oliver inter-leaved between the 18th Group and 13th Air Force.

September 1948 was memorable for several reasons: Col. Marion Malcolm arrived from Japan to replace Lt. Col. Kruzel as 18th Fighter Group Commander, since the latter was due for return to the US. Shortly thereafter, tragedy struck the 18th, in the form of a front speeding across from mainland China, where no weather information was available to US forces... at just the time when sixteen P-47s were being ferried to the island of Guam by way of Formosa.

On the morning of 8 September, 1948, Lt. Col. Kruzel led a formation of sixteen of the 18th's oldest, most decrepit P-47s toward Tainan, Formosa, en route to Guam. The unpredicted typhoon-like weather front from China struck first, as the formation neared Formosa, separating the flights in the thick, rock-filled clouds; few of the Jugs were able to reach their planned destinations. All but five of the pilots had fatefully managed to make emergency landings on several of the many deserted Japanese airstrips along the rugged west coast of Formosa. The five missing pilots, all from the 12th Fighter Squadron, were not located for several days. One, 1/Lt Robert E. Coon, had flown around in the weather with only basic instruments, and no magnetic compass, until nearly out of fuel, when he sighted a stretch of beach on the east coast, and managed to safely belly-land his airplane on the sand. Four wrecked aircraft were later found near the tip of the mountain range on the southwest coast of Formosa, where they had crashed, still in formation. The bodies of Lieutenants Richard W. Crawford, Winfield W. Cooper, and Richard M. Siegler were found in their cockpits where they had died without warning; the fourth member of the flight, First Lieutenant William H. Rabun, was knocked unconscious when he crashed into the mountain. He regained consciousness approximately five hours later and, not knowing the fate of the other flight members, struggled painfully for two days and two nights to work his way down the steep mountain where he was finally found by Taiwanese natives who helped him to reach Tainan, from where he was immediately airlifted back to Clark.

A flight of twelve F-51 Mustangs, being ferried from Japan to the 18th at Clark Field during that same September period by 35th Group pilots, included Lt. Duane E. 'Bud' Biteman ... a newly-recalled *'dry-land China hand'* of WW II, who was experiencing for the first time the psychological 'automatic engine roughness' of single-engine flight over hundreds of miles of broad, landless Pacific Ocean. This Mustang flight encountered the same fatal Formosan weather front during their long 600 mile over-water flight from Okinawa toward Laoag, at the northern tip of Luzon. Unable to penetrate the stratospheric tops of the weather build-ups in the north, the flight descended to wave-top level to scout the entire eastern coast of the island to a point abeam Manila, without finding a suitable break in the low overcast which would enable them to cross the mountainous jungle ridge rimming the entire eastern coast of the province. With no radio aids to permit an instrument approach, the flight was forced to reverse itself, setting a straight-line 800 mile overwater course for the miniscule spot of land in the Pacific, the island of Okinawa. After more than eight hours of rigorous formation flight in the cramped Mustang cockpits, the twelve Mustangs managed to land safely, albeit with minimum fuel vapors remaining, at Kadena air base ...thanks to the precise flight tracking of the Navigator aboard the B-26 which escorted the flight from Okinawa. Unfortunately, the fateful P-47s from Clark to Formosa did not have a similar professional escort on 8 September, 1948.

Despite the painful loss of their comrades such a short time before, the pilots of the 18th quickly regrouped on 18 September to commemorate Air Force Day, and to honor their lost friends with a massive, precise aerial formation over Clark Field, Manila and several other leading Luzon cities.

In order to bolster the serious loss of pilot crews, attributed to normal rotation policy, as well as the recent Formosan fatalities, an emergency transfer of ten experienced F-51 Mustang pilots from Fighter bases in Japan was promptly inaugurated. Among those officers, who were then spread equally among the three squadrons of the 18th were: Captain Harry H. Moreland, 1/Lt. Duane E. Biteman, 1/Lt. Robert B. Hinck, 1/Lt. Howard C. Johnson, 1/Lt. Charles Schreffler, and 1/Lt. William S. Slater, all of whom had flown P-51s during World War II.

Late October was marked by tedious practice for the pending review and parade formations honoring, first, Major General E. L. Eubank, completing his tour as Commander, 13th Air Force. His position was assumed by B/G Robert C. Oliver, former 18th Wing Commander. Colonel H. K. Baisley took command of the Wing on 1 November, 1948. At the end of November General Oliver completed his Clark tour and, at about the same time, Thirteenth Air Force Headquarters was moved to Okinawa. B/Gen. Jarred V. Crabb assumed command of the 18th Fighter Wing, which remained in the Philippines. Other changes of key personnel included the transfer of Major Atlas Manthos to the 5th Reconnaisance Group. Assuming his position as Commander of the 67th Squadron was Major Louis J. Sebille, who had previously transferred from the 82nd Air Engineering Sqdn to become 18th Group Flying Safety Officer. In December Lt. Col. Henry H. Norman arrived to be assigned as Deputy Commander for the Group.

Ferrying of the then-surplus P-47Ns from Clark Field to Guam continued through the latter months of 1948, finally ending in late December with the departure of the last thirteen "Jugs", escorted by the B-26 which had recently been acquired by the 18th Group.

The year 1948 wound down with the 18th Fighter Wing in a depressed mood. Despite an auspicious January start, achieving Combat Ready status with relative ease, the subsequent accident record of *thirty-nine* major and two minor accidents during the year produced a grim finale. With 18,372 flying hours for the year, the Accident Rate was an astronomical *212.6* per 100,000 hours! Although most were attributable to engine problems and material failures, many included the Pilot Error factors of inexperience or lack of attention.

Historical Report for September 1949: Original recorded by 1/Lt. Duane E. Biteman, 18th Group S-2 and Historical Officer. (Earlier 1949 reports were not available at this writing.) By mid-year 1949, the 18th Fighter Group was preparing once again for conversion to different equipment; this time, however, it was to be ***new*** Lockheed F-80C Shooting Stars, a greatly-improved version of the P-80A aircraft which had been briefly assigned before the unit's deactivation in March, 1947. A F-80 Mobile Training unit was installed and operational in July, and in early August five 18th pilots with prior Jet experience were sent TDY to Misawa, Japan, for refresher training with the 49th Fighter Group, to regain the unique "feel" of the speedy, fuel-thirsty jet fighter planes. These five, upon their return to Clark, provided the nucleus of Instructior pilots for the rest of the Group's F-80 pilot check-outs.

Despite the onus of continuing F-51 accidents, a regrettable, but 'normal' occurrence with the new Air Force's time-weary World War II equipment, the Group went proudly for ***119 continuous days*** without a mishap of any kind, until 21 September, 1949, when 1/Lt. Charles D. Hauver, 12th Squadron, stalled prematurely on the final approach to landing, and struck the ground before corrective action could be applied. Lt. Hauver had only slight head injuries from striking the gunsight on impact, but the aircraft was completely demolished.

Although not then reported in official documents, this accident was believed by this writer, who witnessed it and too many similar events, to have been caused by a "contest" among the squadron's Mustang pilots to see who could put the landing wheels onto the runway in the *fewest number of seconds* (usually under 30) following their initial "pitch-out" from 1000 feet over the approach end of the runway. This completely unauthorized form of *'Russian Roulette'*, which pitted the finite, oft-times *imagined* abilities of the pilot against the feather-edge of the rigid, inflexible laws of aerodynamics, finally ended a few weeks later with the fatal crash, in a hauntingly-similar circumstance, of Captain Philip Thomas, ...close friend of the reporter... and a highly-skilled, experienced Flight Commander of the 67th Fighter Squadron.

Other in-flight mechanical problems were solved more satisfactorily: On 29 August, 1949, 1/Lt. John F. Begley, 12th Sqdn, had a landing gear down-lock malfunction, preventing the left landing gear from extending. After attempting all known alternate procedures, and running low on fuel, Lt. Begley flew a final approach pattern during which he purposely bounced the extended right wheel on the runway, successfully jarring the left down-lock loose, enabling the left gear to fall into place, after which he was able to make a (careful) normal landing with no damage to the aircraft. On 23 September, 1949, 1/Lt. Ernest C. Ball, 44th Sqdn, felt an engine cylinder 'blow' while at 6000 feet, a dozen miles upwind of Clark Field. Lt. Ball was able to calmly fly a deadstick pattern to land safely at Clark. Later in the month, 1/Lt. Ignacious R. Markowski, 67th Sqdn, while on a low-altitude navigation flight about one hundred miles north of his base, experienced major power loss when a fuel line split, spewing raw fuel into the engine compartment. Markowski was able to limp into the deserted, World War II airstrip at Lingayen, from where he radioed for maintenance help, which then permitted him to return the Mustang to his home base at Clark Field later that same day.

On 21 September 1949, a mass formation of eighteen F-51s, made up of flights from the 12th and 44th Squadrons, departed on an extended ten day navigation/formation training flight throughout a number of USAF bases on Okinawa and in Japan. The flight, which was paced by the Group's newly-acquired B-26 for precise navigation, successfully completed the extended mission without accident or recordable incidents. The long over-water training proved invaluable experience for the following month when, as a prelude to a pending November, 1949, Operational Readiness inspection, the Group, on 20 October, dispatched twelve F-51s of the 44th Sqdn. on a 'fighter strike' against Kyushu, Japan, via Naha, Okinawa, while the 12th Sqdn deployed to Naha where, in conjunction with Okinawa's *Walder Control* defensive radar, they scrambled to intercept incoming 'attack' aircraft of the 5th and 20th Air Forces. The 67th Sqdn remained to protect Clark Field and to intercept the 'attacking' forces of 5th and 20th AF, as well as the returning flights of the 12th and 44th Sqdns, with precise radar vectors from *'Varnish Control'*, Clarks' 622nd AC&W Sqdn, commanded by Capt. Merrill E. Roberts. Despite recurring inclement weather en route, all flights returned safely to Clark Field on 23 October, 1949.

Historical Report for the month of November, 1949: On 7 November, two Mustangs (Pilots names and Sqdns not recorded) on a routine formation training flight collided in mid-air while several miles from home base. Both pilots skillfully maneuvered their crippled F-51s back toward Clark, where one made a wheels-up landing on Runway *20 Left*, while the other, almost simultaneously, made a normal gear-down landing in the opposite direction on the parallel runway, *2 Left*. Neither pilot was injured, but both aircraft were damaged beyond repair.

On 9 November, 1949, at a pair of brief flightline ceremonies, Colonel Raymond E.Tolliver, CO of the 24th Maintenance Group, presented the aircraft forms of the Wing's first Lockheed F-80C to L/Col. Henry H. Norman, newly-designated Commander of the 18th Fighter Bomber Group who had replaced Col. Marion Malcolm upon the latter's return to the US. Col. Tolliver's people, who'd been detached to the Naval Station at Sangley Point, had assembled and tested the new aircraft following their sea delivery and careful off-loading by Navy personnel, after which they were flown to Clark for final inspection and delivery to the units. Col. Norman, in turn, presented that first F-80C to Major Louis J. Sebille, Commander of the 67th Squadron,whose unit, as previously (1946), became the first Squadron of the 18th to receive the new Jet aircraft.

A highly successful four-day Operational Readiness Test was completed on 17 November, 1949, during which time the Group had no accidents or serious incidents, and exceeded their prior ORT scores by a substantial measure. And, though busily engaged in competing with the other Squadrons for high ORT ratings, the 67th Squadron completed the transition check-out of all of their assigned pilots in F-80C aircraft during the same time frame... all without incident or accident.

Concurrent with the rampant elation of the successful completion of the ORT on 17 November, was the depressing arrival of a list of non-regular (Reserve) Officers selected for involuntary release from active duty in response to budget reduction orders of Secretary of Defense Johnson. This latest of the *'Johnson Purges'* struck deeply in all units of the Group. Nineteen highly-qualified pilots were notified by letter of their selection for immediate release; of these, only six were offered the opportunity to remain on active duty in their present rank, but in a non-rated, non-flying capacity. Five of the six chose to accept that option; the other fourteen Officers were transferred to the US within a month. (Note: The five officers who chose to remain on active duty, were later offered the "opportunity" to volunteer for combat flight duty in Korea ...July, 1950. Of those who elected to fly again, ***none*** survived the first year of the Korean War!)

Lt. Col. Ira F. Wintermute, a Command Pilot with 11 years of rated service, arrived late in November to assume Group Operations and Training responsibilities. Several 'old-timers' were leaving the Squadrons upon completion of their tours, 'being replaced by newly-commissioned Second Lieutenants fresh out of flying school... including some from the notorious Class 49-C, whose accident records following graduation were sufficient to generate *'special watch'* warnings from USAF, and requiring each new pilot to undergo rigorous individual re-training. Fortunately, the two 49-C graduates assigned to the 18th Fighter Group were fully capable; one, in fact, Lt. *James R. Allen*, went on to survive more than 150 combat missions in Korea, and to end his highly-successful Air Force career commanding Military Airlift Command as a four-star general.

Historical Report for the month of December, 1949: The month commenced with a closely-followed Far East Air Forces Gunnery Meet at Yokota AFB, Japan. The 18th Fighter Group, represented by 1st Lieuts. Frank C. Buzze, William S. Slater, and Claude R. Taylor ...all 12th Squadron pilots, flying F-51 Mustangs, failed to place among the higher honors at the FEAF competition.

The disappointing 18th performance at the Yokota Meet, however, was over-shadowed by the satisfaction achieved by both the 12th and 44th Squadrons as they received and checked-out their pilots in the F-80C jets. A new record for jet aircraft was achieved when Captain Franklin W. Young and 1/Lt Vernon G. Steward (with only 12 jet hours) ferried two time-weary 49th Fighter Group F-80s from Misawa, on the far-northern tip of Japan, southward to Okinawa then direct toward Clark Field. (Previous successful jet flights had taken advantage of the prevailing tail winds, traveling South to North.) Unfortunately, marginal fuel caused Young and Steward to make a precautionary landing on the short strip at Laoag, on northern Luzon, where additional fuel was ferried to them for the remainder of the flight to Clark Field.

Two accidents during mid-month cast a shadow, but fortunately there were no serious injuries: On 15 December, while Captain Charles D. Bradley, Operations Officer of the 44th Squadron was landing at Naha, Okinawa, a faulty brake caused him to *'ground loop'* while still above taxi speed, causing one gear to collapse. Bradley was not injured, (except to his pride), and damage to the Mustang was repairable. Five days later, on 20 December, 1949, 1/Lt. Don C. Upshaw, 67th Sqdn, encountered a loss of jet engine power .... *'flame out'* ... ten miles North of Clark Field. He was able to successfully belly-land the F-80 without injury to himself, but although repairable, the damage to the jet aircraft was considerable.

'Going-away' social activities predominated during the final days of 1949, as the fifteen 'RIF'd' Officers and their families departed, sadly, for new careers in the United States. Also departing ...but not one of the RIFd, was Major James W. Bothwell, who had been the most recent Commander of the 12th Fighter Squadron. He was replaced as 12th Sqdn. C.O. by Major Jamaes S. McKown, who had previously served as the 18th Group S-4 (Supply) Officer.

(Official Historical Reports for 1950 not currently available) However, the Sunday, **25 June, 1950**, invasion of South Korea by North Korean Communist forces immediately and completely changed the face of all 18th Fighter-Bomber Wing units, and the destinies of all of their personnel.

The sequence of Clark Field events following the invasion are recorded in other publications... whereby a 'volunteer' squadron was promptly formed from the 'best and most experienced' pilots from all three 18th Squadrons ...the *Dallas Provisional Squdron*, which moved from the Philippines to Taegu, Korea and was ready for battle within two weeks, even though they had no aircraft with which to fight until they combined forces with Major Dean Hess's *'Bout One'* crews to utilize the ten derelict Mustangs which President Truman had donated to the South Korean Air Force ten days previously. Those 10 F-51s and their eager "Dallas" pilots bore the brunt of the defensive war for another two weeks, until the aircraft carrier USS Boxer arrived from the 'States fully loaded with F-51s and a hundred additional pilots, at about the same time that the 18th Fighter-Bomber Group headquarters staff, and the 67th Fighter-Bomber Squadron arrived from the Philippines to join the battle. Upon their arrival, the "Dallas Squadron" once again was designated "12th Fighter-Bomber Squadron" as the 18th proceeded to become a mainstay of the Korean War ....from the start to the finish.

D. E. 'Bud' Biteman, Jan. 1995

Nsng-03

Unsung Heroes of the Korean Air War

by
Duane E. 'Bud' Biteman,
Lt Col, USAF, Ret

DOUBLEMINT, A SURE CURE for Overwater Engine Roughness

Fall, 1948

Following my arrival in Japan, in mid-July, 1948, I was promptly assigned to the 35th Fighter Group at Johnson Field, thirty miles northwest of Tokyo. There I joined the 40th Fighter Squadron and felt extremely fortunate to be stationed at one of the '*showplaces*' of the Air Force in Japan.

After just a couple of short, local area flights in the P-51 to familiarize myself with the beautiful Japanese countryside, I was promptly assigned the task of ferrying an older P-51 Mustang to the 18th Fighter Group at Clark Field, in the Philippine Islands. The 18th was then in the process of converting from P-47s to '51s, and the Mustangs had been pulled out of "mothballs" in Japan for the transfer. The '51s were in reasonably good mechanical condition, but had been stored in the humid Japanese climate since the War ended in 1945. A great deal of corrosion had taken place. The mechanics had cleaned them up as best they could, but I was to find that they had missed a spot or two on the ship that I was to fly on the long, fifteen hundred mile overwater flight to the Philippine Islands.

We were taking twelve Mustangs on that ferry flight, escorted by a lead B-26 with a Navigator aboard. Our course was plotted to Itami, on the southern Japanese island of Kyushu, then across the sparse island chain to the little island of Okinawa and, finally, the long 600 mile overwater leg direct to the Philippine Island of Luzon. Clark Field lay about 200 miles beyond the northern tip of Luzon ...across thick, uninhabited, mountainous tropical jungle.

The weather was clear for our take-off from Johnson Field and we had a beautiful view of Mount Fujiyama as we passed nearby. Shortly thereafter, however, I noticed that my coolant temperature gauge was flickering, then rising to the high side of the dial ...into the *Redline.*

Loss of coolant in a liquid-cooled engine, such as the big *Rolls Royce Merlin*, could mean a sudden engine freeze-up after twenty minutes or less. Consequently, a coolant overtemperature condition was not to be treated lightly.

I throttled back, but the needle remained on the high peg, so I called the Flight Leader by radio, to tell him that I would have to return to Johnson Field to have the coolant problem checked out. I suspected corrosion of the electrical connector to the instrument ... but I couldn't be sure, and I didn't want to take the chance, for fear that it could be the real thing: lost coolant.

A quick check by the Johnson Field mechanic bore out the corroded electrical connection theory and, after an hour, I was refueled and off again, by myself, to meet the rest of the flight at Itami, where we all spent the night. Early the following morning we took off on the first overwater leg, toward Okinawa.

Single-engine fighter planes produce a built-in psychological syndrome: ***automatic overwater engine roughness.*** It makes it's presence known the instant you cross the beach outbound. The prospect of bail-out or a ditching far out at sea is unnerving, to say the least, and I'd had little or no previous overwater experience to prepare me psychologically for the broad expanses of sea which I was about to encounter. Even though I could see an occasional small island far off in the distance, or far to the side of our course, I was very apprehensive.

When over the ocean, a single-engine pilot pays close attention to the accuracy of his navigation, and knows at all times whether it is closer to glide to the island he last passed over, or to the one out ahead. He also keeps a very close watch on his engine instruments, for the first sign of trouble and listens very carefully to the constant, steady *"purr"* of his engine. I expected my coolant gauge to act up again as soon as we left the island of Kyushu, but it didn't ...it waited until we'd passed the last island in the Japanese chain, and we had a three-hundred mile stretch of open water to Okinawa before it flicked thru the Redline and up against the peg ...just as it had done on the previous day.

This time I was fairly certain what the problem was, and it was by then closer to go on to Okinawa than to return to Itami for repairs, so I ignored the instrument ...or I ***tried*** to ignore it, and continued on. After a nerve-wracking one and one-half hours, during which time I was sure (in my mind, at least) that the engine was running rougher, and rougher, we finally landed at the deserted, former wartime air base at Kadena, Okinawa.

Once again the mechanics checked the engine, and scraped a bit more corrosion from the electrical plug to the Coolant gauge. On run-up it again showed the proper, cool and stable indication. I personally checked it, *and the level of the coolant fluid,* carefully. The next leg of the flight was to be a long, 600 miles over open water ...too long a stretch to be worrying about a hot coolant gauge.

The weather turned sour over the Philippines for the next few days, thanks to a typhoon rolling across the South China Sea, and we became thoroughly bored sitting on the ground at the then-deserted Kadena airstrip. The food was terrible, the GI cots uncomfortable and, despite mosquito netting all 'round, the mosquitoes were eating us alive each night. We talked ourselves (and the weather forecaster) into believing that the Clark Field weather was up to 1000 feet for the first time in three days, and improving enough for us to be on our way.

We took off from Okinawa on the next day and, after passing through a thin layer of clouds, were on top and in clear blue sky at 10,000 feet. My engine seemed to run smoothly as long as we were over the clouds, and I could not see the broad expanse of ocean below, but about an hour later, when 300 miles out to sea, the clouds broke clear, and my imagination again began to play tricks on me.

About the same time, coincidentally, I had put a piece of chewing gum in my mouth ...to help keep my ears clear during climbs and descents.

With the sight of the wide expanse of open sea, stretching endlessly in all directions, I suddenly sensed a *rythmic surging sound* that didn't seem normal for the big Merlin engine. And, when I checked my engine instruments, the coolant gauge needle was ***once again pegged against the high Redline!***

The engine continued to surge, and the longer I stared at the red line on the coolant gauge, the more apprehensive I became. I knew what the problem was ..there could be no doubt about it, just a faulty electrical connection at the instrument; the engine really was not overheating ...but I was more than three hundred long, wet miles from the nearest dry land, and the sound of the surging engine definitely resembled a potential problem in the making.

The more I thought about it, the faster I found myself chewing my Double-Mint ...faster and faster, and the engine surge seemed to increase its surge tempo accordingly.

Finally, realizing that my problem had to be psychological, rather than mechanical, I took the wad of Double-Mint gum from my mouth and ***carefully pressed it over the entire glass face of the coolant gauge, so I could no longer see the position of the needle.***

Instantly, the engine seemed to smoothe out!

Only then did it become obvious to me that the chewing, *the opening and closing of my jaws, had been rythmically changing the position of my earphones inside my cloth flying helmet* ...allowing a varying engine sound to enter with each movement of the jaws. The "surging" engine sounds, coupled with the high-pegged coolant indicator ...and the natural, expected "overwater roughness" of the engine, promptly disappeared, and I could sit back and relax for the remainder of the long flight to Luzon.

The engine's imaginary roughness was gone, but we were still faced with the ominous weather build-ups all along the north coast of Luzon. The center of the typhoon had passed and was sitting a couple hundred miles north, near Formosa, but the thunderstorms trailing the eye of the storm were higher than the maximum ceiling of our F-51 Mustangs. As we approached the coastal build-ups, we first dropped down to see if we could fly beneath the heavy weather; no way! The scud clouds were right down in the tops of the jungle-covered hills.

A radio report from Clark Field indicated that they had a 1000 foot ceiling, so we turned south to parallel the East coast, hoping we'd find a break high enough to sneak thru a valley in the mountain range which ran along the entire east coast of the island. We didn't dare try to penetrate the clouds, to go into Clark on instruments, because there were no radio aids to assist our letdown to the field. It had to be a visual approach, or nothing. It turned out to be "nothing".

After searching the entire coast, just skimming the waves, we were unable to find a clear valley opening and had to give up and set a return course for Okinawa ...by that time, an ***800 mile*** direct line over the open water, with not a single island along the way!

A fighter pilot hates to ever admit that a bomber crew has capabilities that he does not. We always claimed, for instance, that we could drop our own bombs, so there was no need to carry a Bombardier; we handled our own radios, so there was no need for a Radioman; we fired our own machine guns, so there was no need for a Gunner; and we had always done our own navigating, such as it was, so there was no need for a Navigator to be aboard.

On this trip, however, we had to swallow our pride and admit that we were *damned glad* to have a fully-qualified, professional Navigator aboard our B-26 lead ship. He was our savior that day. Without him plotting each angle and turn of our meandering trip down the coast of Luzon, we would not have had the slightest idea how to find the little speck of land in the middle of the Pacific Ocean called "Okinawa". As it was, we turned northeast and droned on and on, until finally we could see the island right off our nose, in the clear. Most of us had less than an hour of fuel remaining when we landed ...very tired, but thankful for the services of a real "pro".

After another day on Okinawa, we were able to make Clark Field without incident, in clear blue weather.

The people of the 18th Fighter-Bomber Group at Clark Field were glad to see us. We'd had them worried the previous day. They had sent a similar flight ferrying P-47s toward Guam, by way of Formosa just a couple days before, and seven planes were lost while trying to sneak under the clouds to the airstrip at Taipeh, Formosa. Three good pilots had been killed.

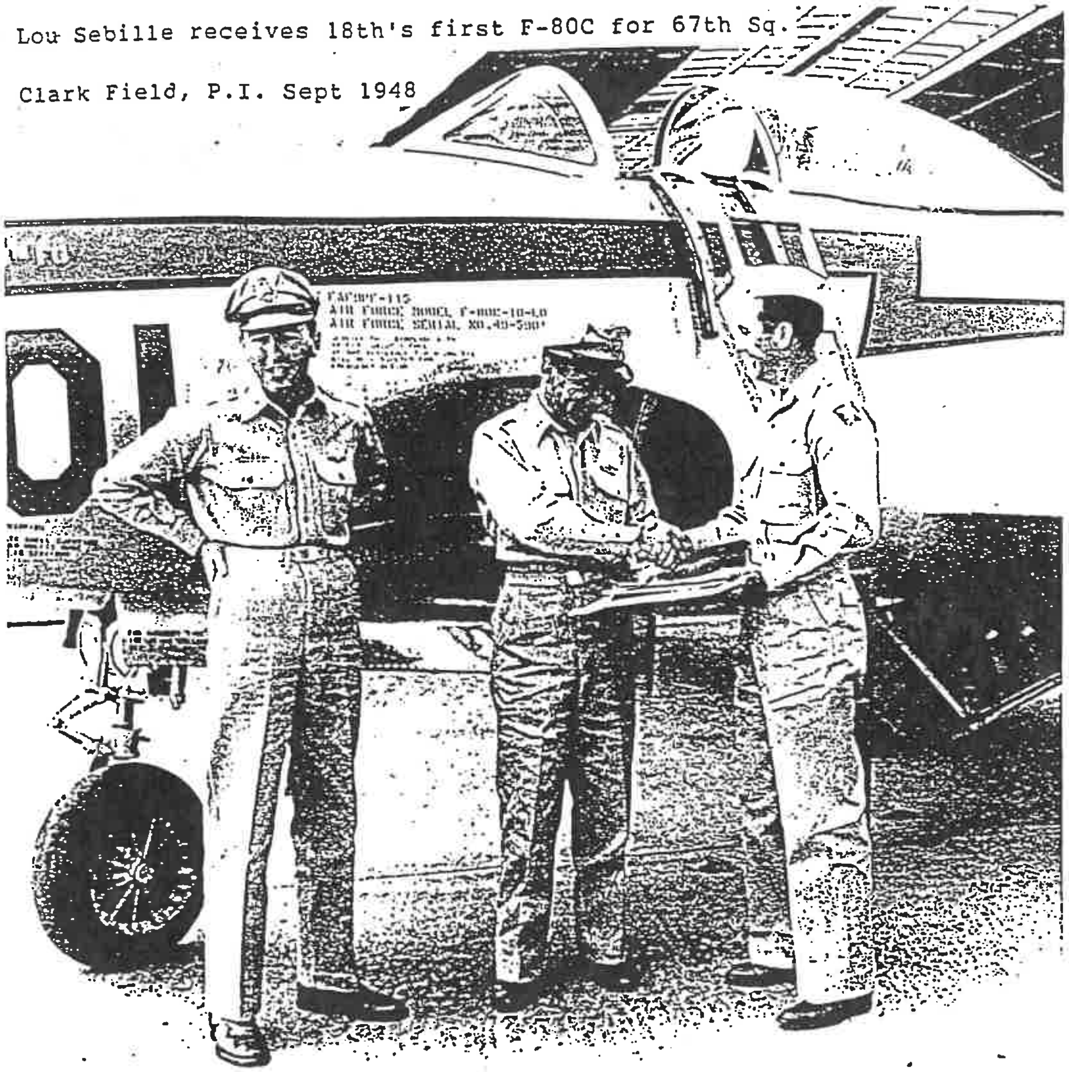
I remembered that overwater roughness episode for the rest of my flying career, because I have always chewed gum to help keep the air pressure in my ears equalized during rapid climbs and descents. Whenever I thought an engine sounded like it was surging, I would just quit chewing momentarily ...the "roughness" usually went away.

Duane E. 'Bud' Biteman
Lt. Col., USAF, Ret

Bud

Lou Sebille receives 18th's first F-80C for 67th Sq.

Clark Field, P.I. Sept 1948



Capt Bill Ward
67th Sq. Ops.

Maj Lou Sebille
67th Sq. C.O.

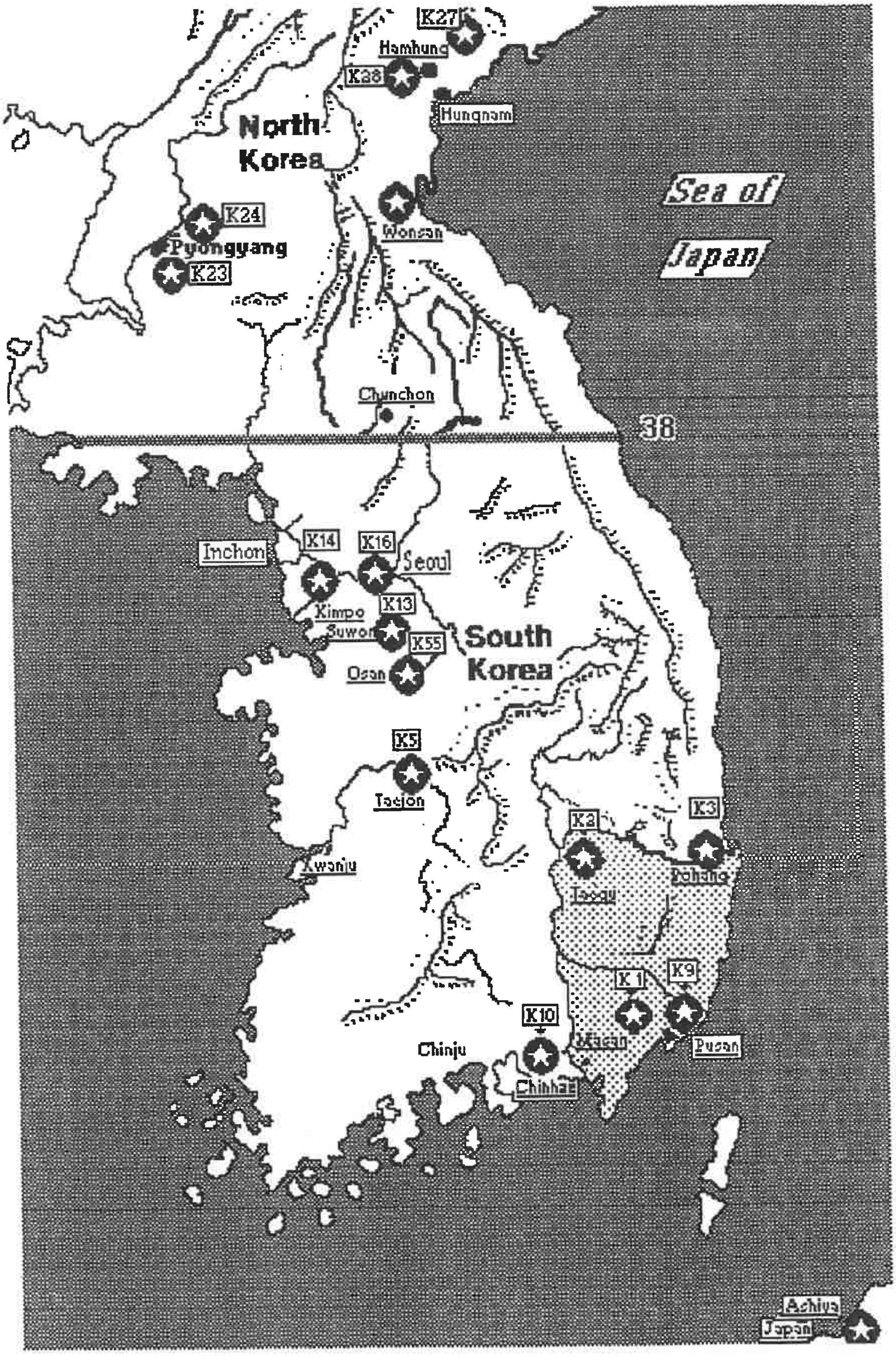
Lt Col Hank Norman
18th Group C.O.

CLARK FLD 1949 - 67TH SQ

Bud Biteman, P-51's

514TH F.I.S. ENGLAND 1955

Duane (Bud) Biteman, F-86D's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K55
Osan
South Korea
K5
Taejon
Kwanju
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Taegu
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Pohang
K1
K9
Masan
Pusan
K10
Chinju
Chinhae
Ashiya
Japan

From the desk of one of the *"Old, Bold Fighter Pilots"*
Duane E. 'Bud' Biteman, Lt Col, USAF, Ret

18th Fighter Wing
Association

Dear Mart,

18 January 1995

With reference to my personal background, it's been rather plain *'wartime Air Force vanilla'*.

I was born (9/'23) and raised in Seattle, dropped out of my senior year in high school in late '40 to work in the NW logging camps. After Dec 7. '41, while working in a tool supply store, I tried to join the AAF but couldn't qualify until I finished HS, so I took night classes to get a diploma, then, at age 19, signed up in Nov. '42 and headed off to the central command. Preflight at San Antonio, Primary: Chickasha, OK, Basic at Garden City KS and Advanced at Eagle Pass TX with class 44E...always choosing single-engine. I received P-51C RTU at Pinellas Field, FL, where I married my first grammar-school date from Seattle then, because we were not immediately needed overseas, were sent to Sarasota, FL to repeat the RTU course in P51**D**'s.

I felt good about having 125 hours in '51s before going to China (to fly P-40's!) with the Checkertail 25th Ftr Sq., 51st Gp guarding the eastern Hump airways at Yunnanyi. We were soon back into '51C's, and in August, when the war ended, I moved to the 74th Sq, 23rd Ftr Gp. flying D's again, and where I checked out in P-47's long enough to fly a war-weary back across the Hump from India to give to the Chinese, as part of the ill-fated Diffenbaugh Project, during which we lost 24 P-51 aircraft due to bad WX and shut-down radio aids.

Returning to the States on 31 Dec, '45, I flew P-51H's for 6 months at McChord AFB, WA, then separated from the AAF. I had a gas station on Wilshire Blvd (near La Brea) in L.A., but so missed the flying that I requested recall and was rather shocked when I was accepted; I went into the 33rd Ftr Gp at Roswell NM in Feb '48, long enough to get the feel of the P-51s again, then was promptly transferred to Japan , with the 40th Ftr Sq, 35th Gp, in July '48. After ferrying one P-51 to Clark Field, PI, in Aug '48, I was transferred to the 18th Ftr Gp. in Sep '48, to help replace four Jug pilots lost on a Formosa ferry trip. I joined the 67th Ftr Sq under Major Lou Sebille, where, after attending a short course in Tokyo, I became Sqdn S-2 as additional duty. In early '50 I became 18th Group Intelligence Officer, still flying '51s, then checking out in P-80s with the 67th Sqdn. I was just finishing my two year normal Tour ...already packed and scheduled to depart the PI on July 7 with my family ...when the North Koreans moved on 25 June '50.

We quickly formed a volunteer combat unit at Clark ...the ***"Dallas Provisional Sqdn"*** with Capt. Harry Moreland commanding. I went north as Sqdn S-2 with additional duty as Combat Pilot. We joined forces with Major Dean Hess' ***"Bout One"*** crew at Taegu ...those few who had ferried the ten relic Truman-gift P-51's over to the South Koreans. Since neither of our units had airplanes, and the So. Koreans had no one qualified to fly the Mustangs, the Dallas and Bout One people joined to become the "51st Provisional Squadron" and immediately started flying combat missions with those first ten Truman airplanes. President Synghman Rhee, remembering the AVG volunteers in China, called us the *"Flying Tigers of South Korea"*, so the 12th Sqdn immediately adopted the Sharktooth nose design. We still had nine barely flyable '51s when the carrier USS Boxer arrived with a full load of 150 Nat'l Guard airplanes, shortly after 1 Aug, when the 18th Gp Hq and 67th Sqdns arrived at Ashiya, Japan. Our "51st Provisional Sqdn" then formally became the ***12th Fighter-Bomber Sqdn*** once again, based at Taegu, until late August '50, when we were forced to evacuate the Pusan Perimeter because the Reds had come within artillery range on three sides of the airfield. The 12th based with the 67th at Ashiya, where we remained until 8 Sep '50, when the 18th Group moved to Pohang, K-9, (or phonetic *'canine'*) which was promptly nicknamed ***"Dogpatch"*** and looked it.. I remained as 12 Sqdn S-2 and had accumulated 55 close support combat missions by mid November '50, when ...prior to a "mission tour" being established by FEAF, I was sent back to the 44th Sqdn at Clark, flying their F-80Cs to protect Formosa while awaiting my orders to the States.

They finally were cut in early May (my ***5th*** set of 'going home' orders), when FEAF decided that 'anyone having flown ***any missions*** in Korea had to complete 100 before returning to the ZI'. I disgustedly returned to K-10, Chinhae, where I joined the 39th Sqdn, which had recently become part of the 18th Group, and flew my remaining ***45 combat mission in just 15 flying days*** (no more S-2 duties to slow me down), finishing Mission No. 100 on 1 June '51, the same day that Captains Ross Cree and Harry Moore ...two other 'returnees' were killed in No. Korea, and the Group CO, Col Saltsman said "no more combat flying" for the rest of the Clark 'shaftees'.

I returned to the ZI, having to hitch-hike with only a Combat-Returnee ***Priority C***, arriving at Travis 1 July, '51, then went to Williams AFB as P-80 - T-33 Pilot Training Instructor. 'Transferred to Bryan, TX, when it opened the new Advanced school, where I remained as Flight Commander until '55, when I took the F-86D All-WX Interceptor course at Perrin AFB and went over to England to fly F-86Ds with the 514th Sqdn, 406th F-I Wing at RAF Station, Manston. Good duty, but stymied in Ops job by high Capt. rank date, then took the Flight/Desk job of Interceptor Standardization Officer with Third AF Hq at So. Ruislip to get more staff experience and exposure.

Returned to the 'States in mid '58 as 'Day Fighter Pilot' to Cooke AFB, CA, expecting to chase the new ICBM missiles in the F-104 ...but found on arrival that Vandenberg AFB didn't even have a runway, and I flew C-47s and U3As out of Santa Maria, CA, going to Oxnard for T-33s, until the runway was finally built at VAFB in late '59. I was VAFB Base Ops for awhile, then Base Plans Officer, coordinating the base's Fire, Security and Safety support for all of the missile launches until mid-'64 when USAF told me I couldn't fly any more, so I retired, as L/C with 22 years.

Returning to Seattle I joined the Boeing Co.in early '65 (Facilities Dept... they didn't need old Fighter Pilots), where I spent seventeen years in a variety of interesting assignments which took me around the country as a Boeing-sponsored For-Hire Consultant/Analyst, including a year with the Port of Seattle. Finally, when Proposal Writing for their Construction & Engineering agency became monotonous, I became one of those notorious 'Double-Dippers' by retiring again, in 1980, at which time I threw away my alarm clock and have been enjoying the leisure life ever since.

We, my bride of 50+ years, with our children out of the nest, bought an RV lot on a golf course at Apache Junction, AZ, where we spend our winters. With a small townhouse in Bellevue, WA (across the lake from Seattle) where we enjoy the summers and, with a part ownership in a Cessna 180 floatplane, manage to keep my hand in flying around the NW, enjoying the good life.

After almost three years overseas in the 18th Fighter-Bomber Group between 1948 and 1951, including the better part of a year in Korean combat, 'having served in the 12th, 39th, 44th and 67th Squadrons, plus a spell in 18th Group Hdqtrs ...my time in the 18th covered everything except the No. 2 South African Squadron (*to which I've since been offered* unofficial *membership by a couple of their Korean War vets!)*

I finally tired of waiting for a long-delayed '*First Reunion*' so, after more than forty years of procrastination, I initiated one for Colorado Springs in September 1994. It was attended by 225 of the 'old troops', and we concluded we should do it on a continuing basis. So, I've since been up to my eyeballs in rosters, addresses, by-laws, non-profit corporation applications, tax-exempt applications to the IRS, designing membership cards and Association patches... and all the while meeting more and more interesting people who once served with the 18th Pursuit or Fighter Group or Wing since it was formed on 11 January 1927.

With my very best regards, ...keep up the good work

Bud

D. E. 'Bud' Biteman
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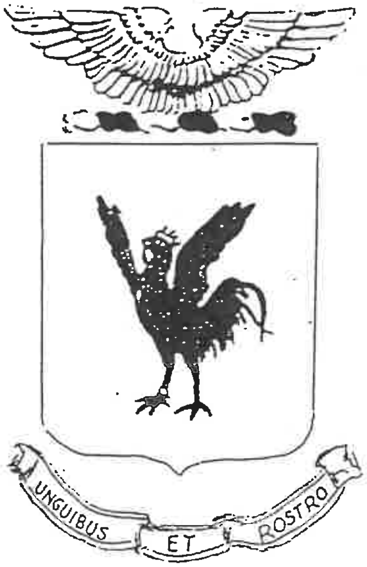
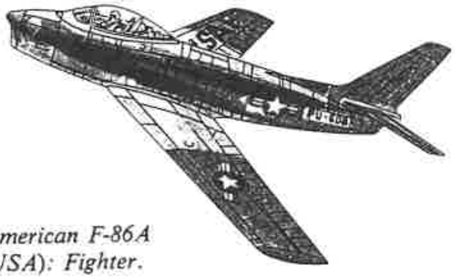
CHAPTER THREE

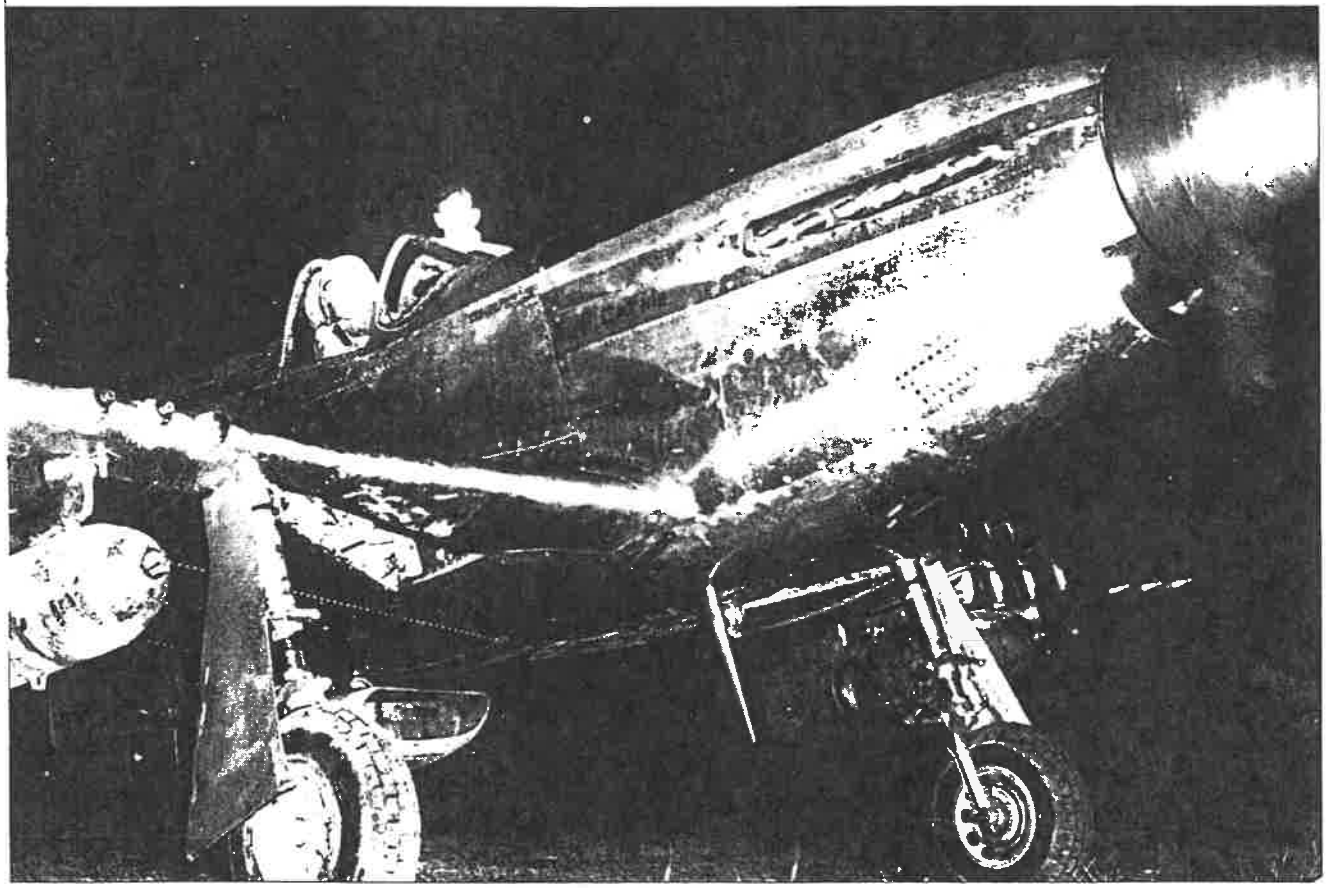
18th FIGHTER—BOMBER GROUP


UNGUIBUS ET ROSTRO

Redesignated 18th Fighter- Bomber Group in Jan 1950.

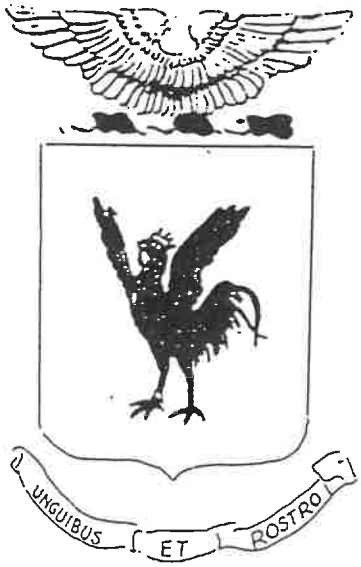


North American F-86A Sabre (USA): Fighter.



In the first year of the Korean war the F-51 Mustang flew more combat missions than any other Air Force type, usually laden (as here) with bombs and rockets. This F-51D in the hands of Capt William K. Hook was photographed around midnight during August 1950.

18th
FIGHTER-BOMBER GROUP



INSIGNE. *Shield:* Or, a fighting cock with wings displayed sable wattled and combed gules. *Crest:* On a wreath or and sable two wings conjoined and displayed tenne (orange). *Motto:* UNGUIBUS ET ROSTRO—With Talons and Beak. (Approved 21 Feb 1931.)

Organized as 18th Pursuit Group in Hawaii in Jan 1927. *Redesignated* 18th Pursuit Group (Interceptor) in 1939, and 18th Fighter Group in 1942. Before World War II the group engaged in routine flying and gunnery training and participated in joint Army-Navy maneuvers, using DH-4, PW-9, P-12, P-26, P-36, and other aircraft. When the Japanese attacked Pearl Harbor on 7 Dec 1941, the group, which had recently converted to P-40's, sustained severe losses. The two planes that its pilots were able to get into the air during the attack were quickly shot down. The group, assigned to Seventh AF in Feb 1942, had to be re-equipped before it could resume training and begin patrol missions.

Moved to the South Pacific in Mar 1943. Assigned to Thirteenth AF. Began operations from Guadalcanal. Flew protective patrols over US bases in the Solomons; later, escorted bombers to the Bismarcks, supported ground forces on Bougainville, and attacked enemy airfields and installations in the northern Solomons and New Britain. Used P-38, P-39, P-61, and P-70 aircraft. Moved to New Guinea in Aug 1944. Equipped with P-38's. Escorted bombers to targets in the southern Philippines and Borneo, and attacked enemy airfields and installations in the Netherlands Indies. Received a DUC for actions at Ormoc Bay: on 10 Nov 1944 the group withstood intense flak and vigorous opposition from enemy interceptors to attack a Japanese convoy that was attempting to bring in additional troops for use against American forces that had landed on Leyte; on the following day a few of the group's planes returned to the same area, engaged a large force of enemy fighters, and destroyed a number of them. Moved to the Philippines in Jan 1945. Supported ground forces on Luzon and Borneo, attacked shipping in the central Philippines, covered landings on Palawan, attacked airfields and railways on Formosa, and escorted bombers to such widely-scattered targets as Borneo, French Indochina, and Formosa.

Remained in the Philippines as part of Far East Air Forces after the war. Flew patrols and trained with F-80's. Lost all personnel in Mar 1947 but was remanned in Sep 1947. Equipped first with F-47's, later with F-51's, and still later (1949) with F-80's. *Redesignated* 18th Fighter-Bomber Group in Jan 1950.

Moved to Korea in Jul 1950 and entered combat, using F–51's. Supported UN ground forces and attacked enemy installations and supply lines. Maj Louis J Sebille was posthumously awarded the Medal of Honor for his action on 5 Aug 1950: although his plane was badly damaged by flak while attacking a concentration of enemy trucks, Maj Sebille continued his strafing passes until he crashed into an armored vehicle. The group converted to F–86's early in 1953 and remained in Korea for some time after the war. Moved to Okinawa in Nov 1954.

SQUADRONS. *6th:* 1927–1943. *12th:* 1943–. *19th:* 1927–1943. *36th:* 1931–1932. *44th:* 1941–1942, 1943–. *55th:* 1931. *67th:* 1945–. *68th:* 1945–. *70th:* 1943–1945. *73d:* 1929–1931, 1941–1942. *74th:* 1929–1932. *78th:* 1940–1943. *333d:* 1942–1943. *419th:* 1943–1944. 26Atk:1930-1940

STATIONS. Wheeler Field, TH, Jan 1927; Espiritu Santo, 11 Mar 1943; Guadalcanal, 17 Apr 1943; Sansapor, New Guinea, 23 1945; San Jose, Mindoro, c. 1 Mar 1945; Zamboanga, Mindanao, 4 May 1945; Palawan, 10 Nov 1945; Floridablanca, Luzon, Mar 1946; Clark Field, Luzon, 16 Sep 1947; Taegu, Korea, 28 Jul 1950; Ashiya, Japan, 8 Aug 1950; Tongnae, Korea, 8 Sep 1950; Pyongyang, Korea, c. 21 Nov 1950; Suwon, Korea, 1 Dec 1950; Chinhae, Korea, 9 Dec 1950; Hoengsong, Korea, 26 Dec 1952; Osan-Ni, Korea, 11 Jan 1953; Kadena AB, Okinawa, 1 Nov 1954–.

COMMANDERS. Unkn, 1927–1940; Maj Kenneth M Walker, 22 Mar 1940; Maj William R Morgan, 1941; Lt Col Aaron W Tyer, Dec 1941; Lt Col W H Councill, 10 Dec 1943; Col Milton B Adams, 8 Jul 1944; Col Harry L Donicht, 24 May 1945; Lt Col Bill Harris, 1 Aug 1945; Lt Col Wilbur J Grumbles, 18 Oct 1945–unkn; Col Victor R Haugen, 1946; Col Homer A Boushey, 7 Aug 1946–Mar 1947; Maj Kenneth M Taylor, 16 Sep 1947; Lt Col Joseph J Kruzel, 1 Oct 1947; Col Marion Malcolm, 3 Sep 1948; Lt Col Henry H Norman Jr, 24 Jul 1949; Col Ira L Wintermute, 16 Jun 1950; Lt Col Homer M Cox, 20 Feb 1951; Col William P McBride, May 1951; Col Ralph H Saltsman Jr, 5 Jun 1951; Col Seymour M Levenson, 30 Nov 1951; Col Sheldon S Brinson, 17 May 1952; Lt Col Albert J Freund Jr, 25 Nov 1952; Col Maurice L Martin, 24 Jan 1953; Lt Col Edward L Rathbun, 17 Dec 1953; Col John H Buckner, 1 Feb 1954; Lt Col Edward L Rathbun, 24 May 1954; Lt Col Clifford P Patton, 17 Aug 1954; Col Nathan J Adams, 7 Sep 1954; Col John B Murphy, 1 Nov 1954; Lt Col Clifford P Patton, 10 Nov 1954; Col Paul E Hoeper, 1 Jan 1955; Lt Col Joseph E Andres, 22 Jul 1955; Col Leo C Moon, 21 Nov 1955–.

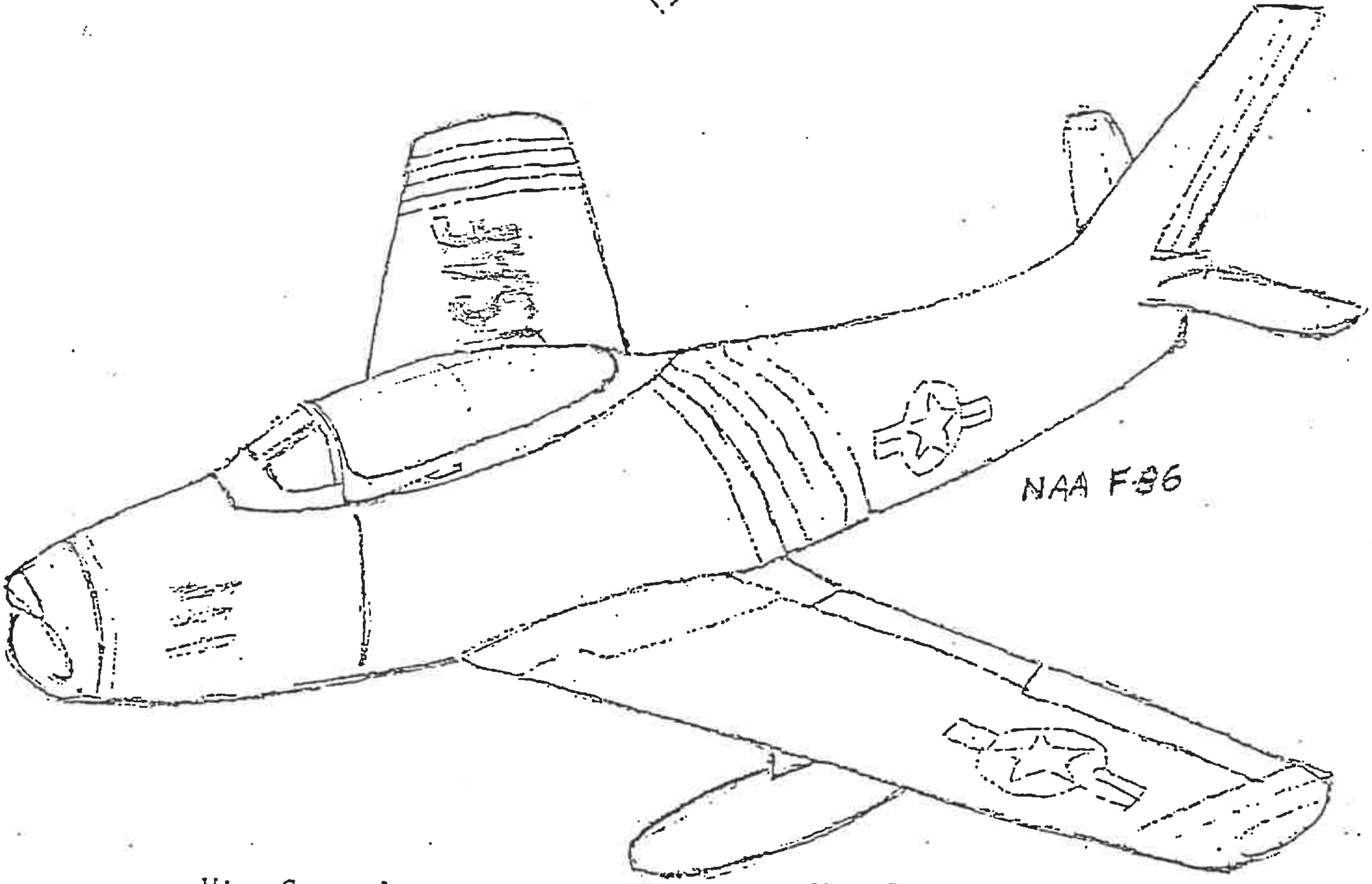
CAMPAIGNS. *World War II:* Central Pacific; China Defensive; New Guinea; Northern Solomons; Bismarck Archipelago; Western Pacific; Leyte; Luzon; Southern Philippines. *Korean War:* UN Defensive; UN Offensive; CCF Intervention; 1st UN Counteroffensive; CCF Spring Offensive; UN Summer-Fall Offensive; Second Korean Winter; Korea Summer-Fall, 1952; Third Korean Winter; Korea Summer-Fall, 1953.

DECORATIONS. Distinguished Unit Citations: Philippine Islands, 10–11 Nov 1944; Korea, 3 Nov 1950–24 Jan 1951; Korea, 22 Apr–8 Jul 1951. Philippine Presidential Unit Citation. Republic of Korea Presidential Unit Citations: 24 Jul 1950–31 Jan 1951; 1 Feb 1951–31 Mar 1953.

UNGUIBUS ET ROSTRO

WITH TALONS & BEAK

18TH FIGHTER BOMBER WING



Wing Commander
COLONEL CECIL P LESSIG

Wing Deputy Commander
COLONEL WILLIAM D GILCHRIST

Commander, 18th Air Base Group
COLONEL KERMIT D MESSERSCHMITT

Commander, 18th Fighter-Bomber Group
COLONEL WOODROW B WILMOT

Commander, 18th Maint & Sup Group
COLONEL JEWEL E MORRISON

Commander, 18th Tactical Hospital
LT COLONEL GORDON F FISHER

MARTIN -
THIS WAS SENT TO ME BY ONE OF THE POST-KOREAN WAR TROOPS - PROBABLY 1954
REVIEW FROM UNCERTAIN SOURCES - Bud

2nd Sqdn
S.A.A.F.

NUMBER 2 SQUADRON SOUTH AFRICAN AIR FORCE

In November, 1950, the Union of South Africa dispatched its famed Number 2 Squadron, South African Air Force, to Korea, and it was assigned for duty with the 18th. Thus, this organization became the first true United Nations air unit to fly against the Reds. It was a SAAF pilot who flew the 25,000th sortie for this organization, and this honor is proudly exhibited by us all. When the going was rough, the Flying Cheetahs have always been in there slugging.

It is a matter of some pride to the Cheetahs and to the tax paying members of this organization, that South Africa buys and pays cash for every ounce of equipment used by their forces in Korea. From airplanes to paperclips, it is cash on the barrel-head. SAAF pilots have given their "Yank" counterparts cooperation of the highest order and the relationship between the two units has proven effectively that nations can work together.

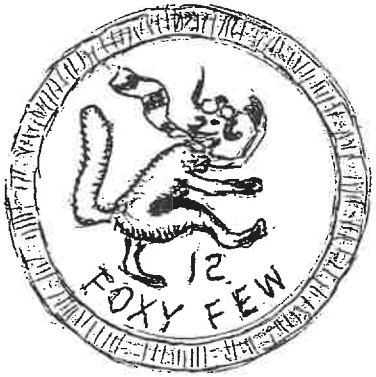
The 18th has flown thousands of effective sorties against the Reds from airfields all over Korea, including Taegu, Pusan, Seoul, Chinhae, Osan, Hoogsong, and even Pyongysnk East - a field just outside the present North Korean capital.

The mission of the 18th has shifted constantly with the complexion of the war. Reconnaissance, interception, interdiction, search, strategic, bombing, and close support of frontline troops, where often pilots were forced to divebomb within a city block of friendly positions - were all performed by our pilots as part of the days work.

In accomplishing these missions, the 18th set some other firsts in aviation history. They were the first to fly combat sorties north of the 38th parallel; first to encounter the MIG 15 in aerial combat - and the pilots of the old propeller driven Mustang are credited with two probable destructions of the vaunted Red Jet. They were the first to carry the tank-demolishing 6.5 rocket. It was the first air unit in Korea to have a member receive the Medal of Honor when Major Louis J Sebille of the 67th Squadron gave his life by crashing his damaged aircraft into an armored enemy vehicle on 5 August 1950. ★

With the building of longer and better concrete air strips throughout South Korea by the aviation engineers, it became possible to use jet aircraft. It was decided that the 18th Wing would be the unit to test the usefulness of the F-86 Sabre jet as a fighter-bomber. In January of 1953 the ponderous task of transition to jet aircraft was begun. A training program was set up and pilots learned how to fly the new bird. Experienced jet pilots from other outfits aided us in this task. One of those was Major James P. Hagorstrom from Tyler, Texas. It was decided that our pilots should be taught fighter-interceptor tactics as well as fighter-bomber tactics and Major Hagorstrom was the expert teacher for the task. Winner of the DFC, DSC, Air Medal, and in World War II, this officer won other laurels while with the 18th. He achieved Ace status with this Wing and added three and a half more for good measure. This Wing proved the Sabre Jet to be an excellent aircraft for fighter-bomber work.

12th FIGHTER—BOMBER



1950 - 1953

Lineage. Constituted 12th Pursuit Squadron (Interceptor) on 20 Nov 1940. Activated on 15 Jan 1941. Redesignated: 12th Fighter Squadron on 15 May 1942; 12th Fighter-Bomber Squadron on 20 Jan 1950; 12th Tactical Fighter Squadron on 1 Jul 1958.

Assignments. 50th Pursuit (later Fighter) Group, 15 Jan 1941; 15th Fighter Group, 18 Aug 1942; 18th Fighter (later Fighter-Bomber) Group, 30 Mar 1943; Thirteenth Air Force, 2 Sep 1957; 18th Fighter-Bomber (later Tactical Fighter) Wing, 25 Mar 1958–.

Stations. Selfridge Field, Mich, 15 Jan 1941; Key Field, Miss, 3 Oct 1941–19 Jan 1942; Christmas Island, 10 Feb 1942; Efate, 19 Nov 1942; Guadalcanal, 7 Feb 1943 (operated from Treasury Island, 19 Feb–Aug 1944); Sansapor, New Guinea, 23 Aug 1944 (operated from Morotai, 8 Nov 1944–10 Jan 1945); Lingayen, Luzon, 13 Jan 1945; San Jose, Mindoro, 27 Feb 1945 (operated from Palawan, 26 Apr–11 May 1945); Zamboanga, Mindanao, 4 May 1945; Tacloban, Leyte, 5 Nov 1945; Palawan, 15 Feb 1946; Floridablanca, Luzon, 17 Jul 1946; Clark Field, Luzon, 16 Sep 1947; Taegu, Korea, 28 Jul 1950; Ashiya, Japan, 8 Aug 1950; Tongnae, Korea, 8 Sep 1950; Pyongyang, Korea, 20 Nov 1950; Suwon, Korea, 3 Dec 1950; Chinhae, Korea, 22 Dec 1950; Pusan, Korea, 24 Mar 1951; Osan-Ni, Korea, 11 Jan 1953; Kadena AB, Okinawa, 30 Oct 1954–.

Aircraft. P-39, 1942–1943; P-38, 1943–1946; P-51, 1946–1947, 1948–1952; P-47, 1946–1948; P-80, 1946, 1949–1950; F-86, 1953–1957; F-100, 1957–1963; F-105, 1963–.

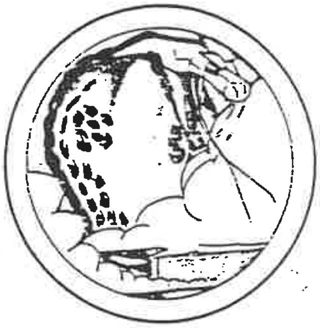
Operations. Patrols over the Pacific from Christmas Island, Feb–Oct 1942. Combat in South and Southwest Pacific, Nov 1942–14 Aug 1945. Unmanned, Mar–Sep 1947. Combat in Korea, c. 28 Jul 1950–27 Jul 1953.

Service Streamers. None.

Campaigns. World War II: Guadalcanal; New Guinea; Northern Solomons; Bismarck Archipelago; Western Pacific; Leyte; Luzon; Southern Philippines; Air Combat, Asiatic-Pacific Theater. Korean War: UN Defensive; UN Offensive; CCF Intervention; First UN Counteroffensive; CCF Spring Offensive; UN Summer-Fall Offensive; Second Korean Winter; Korea Summer-Fall, 1952; Third Korean Winter; Korea Summer-Fall, 1953.

Decorations. Distinguished Unit Citations: Philippine Islands, 10–11 Nov 1944; Korea, 3 Nov 1950–24 Jan 1951; Korea, 22 Apr–8 Jul 1951. Philippine Presidential Unit Citation. Republic of Korea Presidential Unit Citations: [28] Jul 1950–31 Jan 1951; 1 Feb 1951–31 Mar 1953. Air Force Outstanding Unit Awards: 1 Dec 1959–30 Nov 1960; 1 Sep 1962–31 Aug 1963.

39th FIGHTER — BOMBER



Emblem. On a blue disc bordered in gold a giant cobra poised and ready to strike from behind a cumulus cloud proper. (Approved 16 Apr 1941.)

Lineage. Constituted 39th Pursuit Squadron (Interceptor) on 22 Dec 1939. Activated on 1 Feb 1940. Redesignated: 39th Fighter Squadron on 15 May 1942; 39th Fighter-Interceptor Squadron on 20 Jan 1950. Inactivated on 8 Dec 1957.

Assignments. 31st Pursuit Group, 1 Feb 1940; 35th Pursuit (later Fighter; Fighter-Interceptor) Group, 15 Jan 1942 (attached to 18th Fighter-Bomber Wing, 7 May 1951–1 Jun 1952; 51st Fighter-Interceptor Wing, 1 Jun 1952–14 Jul 1954); 41st Air Division, 1 Oct–8 Dec 1957.

Stations. Selfridge Field, Mich, 1 Feb 1940; Baer Field, Ind, 6 Dec 1941; Bellingham, Wash, 10 Dec 1941–23 Jan 1942; Brisbane, Australia, 25 Feb 1942; Ballarat, Australia, 8 Mar 1942; Mount Gambier, Australia, 16 Mar 1942; Williamstown, Australia, 3 Apr 1942; Woodstock, Australia, 20 Apr 1942; Port Moresby, New Guinea, 2 Jun 1942; Townsville, Australia, 26 Jul 1942; Port Moresby, New Guinea, 18 Oct 1942; Nadzab, New Guinea, 15 Dec 1943; Gusap, New Guinea, 27 Jan 1944; Nadzab, New Guinea, 9 Jun 1944; Noemfoor, 7 Aug 1944; Owi, Schouten Islands, 12 Sep 1944; Morotai, 23 Oct 1944; Mangaldan, Luzon, 22 Jan 1945; Lingayen, Luzon, c. 10 Apr 1945; Clark Field, Luzon, 21 Apr 1945; Okinawa, 30 Jun 1945; Irumagawa, Japan, 10 Oct 1945; Yokota, Japan, c. 1 Apr 1950; Ashiya, Japan, 8 Jul 1950; Pohang, Korea, 7 Aug 1950; Tsuiki, Japan, 14 Aug 1950; Pohang, Korea, 3 Oct 1950; Yonpo, Korea, 19 Nov 1950; Pusan, Korea, 7 Dec 1950; Chinhae, Korea, 12 May 1951; Suwon, Korea, 1 Jun 1952; Johnson AB, Japan, 20 Jul 1954 (detachments stationed at Komaki, Japan, 20 Jul–4 Aug 1954, and at Misawa, Japan, 20 Jul–27 Aug 1954); Yokota, Japan, 31 Jul 1954; Komaki, Japan, 25 Aug 1955–8 Dec 1957.

Aircraft. P-35, and probably P-36, 1940–1941; P-39, 1941–1942; P-38, 1942–1943; P-47, 1943–1945; P-51, 1945–1950, 1950–1952; F-80, 1950; F-86, 1952–1954, 1954–1957; F-94, 1954.

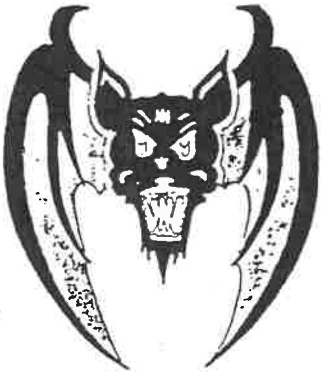
Operations. Patrols off the coast of Washington, c. 15 Dec 1941–c. 15 Jan 1942; combat in Southwest and Western Pacific, 2 Jun 1942–14 Aug 1945. Combat in Korea, 9 Jul 1950–27 Jul 1953.

Service Streamers. None.

Campaigns. World War II: Antisubmarine, American Theater; East Indies; Air Offensive, Japan; Papua; New Guinea; Bismarck Archipelago; Western Pacific; Leyte; Luzon; Ryukyus. Korean War: UN Defensive; UN Offensive; CCF Intervention; First UN Counteroffensive; CCF Spring Offensive; UN Summer-Fall Offensive; Second Korean Winter; Korea Summer-Fall, 1952; Third Korean Winter; Korea Summer-Fall, 1953.

Decorations. Distinguished Unit Citations: Papua, 23 Jul 1942–23 Jan 1943; Bismarck Sea, 2, 3, and 4 Mar 1943; Korea, [7 May]–8 Jul 1951; Korea, [1 Jun 1952]–30 Apr 1953. Philippine Presidential Unit Citation. Republic of Korea Presidential Unit Citations: 7 Sep 1950–7 Feb 1951; 1 Jul 1951–31 Mar 1953.

44th FIGHTER–BOMBER



Emblem. A bat's head affronte, with leering expression, black, with yellow and red detail, between two wings, expanded and inverted, red, with ribs black. (Approved 18 Feb 1942.)

Lineage. Constituted 44th Pursuit Squadron (Interceptor) on 22 Nov 1940. Activated on 1 Jan 1941. Redesignated: 44th Fighter Squadron on 15 May 1942; 44th Fighter-Bomber Squadron on 20 Jan 1950; 44th Tactical Fighter Squadron on 1 Jul 1958.

Assignments. 18th Pursuit (later Fighter) Group, 1 Jan 1941; 318th Fighter Group, 15 Oct 1942; 18th Fighter (later Fighter-Bomber) Group, 30 Mar 1943 (attached to 6200th Air Base Wing, 1 Dec 1950; 6200th Air Base Group, 8 Jan 1954–15 Jul 1955); 18th Fighter-Bomber (later Tactical Fighter) Wing, 1 Oct 1957–.

Stations. Wheeler Field, TH, 1 Jan 1941; Bellows Field, TH, 7 Nov 1941; Wheeler Field, TH, 12 Dec 1941; Kaneoke, TH, 27 Dec 1941; Wheeler Field, TH, 25 Jan 1942; Bellows Field, TH, 23 Jun–23 Oct 1942; Efate, 22 Nov 1942 (operated from Guadalcanal, 20 Dec 1942–20 Mar 1944); Espiritu Santo, 25 Nov 1943 (operated from Treasury Island, 20 Mar–25 Apr 1944; and from Guadalcanal beginning 11 May 1944); Guadalcanal, 17 Jul 1944; Cape Opmarai, New Guinea, 23 Aug 1944 (operated from Morotai, 7 Nov 1944–16 Jan 1945); Lingayen, Luzon, 13 Jan 1945; San Jose, Mindoro, c. 1 Mar 1945 (operated from Palawan, 26 Apr–13 May 1945); Zamboanga, Mindanao, 4 May–Nov 1945; Palawan, 10 Nov 1945; Floridablanca, Luzon, 17 Jul 1946; Clark Field, Luzon, 16 Sep 1947; Kadena, Okinawa, 15 Jul 1955–.

Aircraft. P–40, 1941–1944; P–38, 1944–1946; P–51, 1946–1947, 1948–1950; P–47, 1946–1948; P–80, 1946, 1949–1953; F–86, 1954–1957; F–100, 1957–1963; F–105, 1963–.

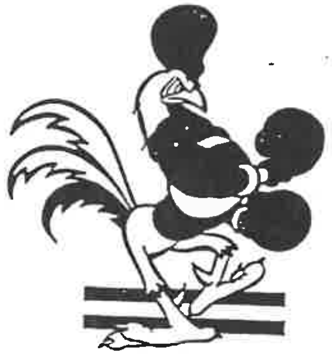
Operations. Patrols over the Pacific from Hawaii, 7 Dec 1941–Oct 1942. Combat in South and Southwest Pacific, 21 Dec 1942–7 Aug 1945. Unmanned, Mar–Sep 1947.

Service Streamers. None.

Campaigns. Central Pacific; China Defensive; Guadalcanal; New Guinea; Northern Solomons; Bismarck Archipelago; Western Pacific; Leyte; Luzon; Southern Philippines.

Decorations. Distinguished Unit Citation: Philippine Islands, 10–11 Nov 1944. Philippine Presidential Unit Citation. Air Force Outstanding Unit Awards: 1 Dec 1959–30 Nov 1960; 1 Sep 1962–31 Aug 1963.

67th FIGHTER-BOMBER



©*Walt Disney Productions*

Emblem. A caricatured, white, fighting gamecock with red comb and wattles, yellow beak and feet, and tail having three feathers, orange, yellow, and blue respectively, wearing a blue green, light blue green, and black, striped turtleneck sweater and brown boxing gloves, facing toward sinister, while standing in front of a horizontal bar triparted red, white, and blue. (Approved 8 Mar 1945.)

Lineage. Constituted 67th Pursuit Squadron (Interceptor) on 20 Nov 1940. Activated on 15 Jan 1941. Redesignated: 67th Fighter Squadron on 15 May 1942; 67th Fighter-Bomber Squadron on 20 Jan 1950; 67th Tactical Fighter Squadron on 1 Jul 1958.

Assignments. 58th Pursuit (later Fighter) Group, 15 Jan 1941; 347th Fighter Group, 3 Oct 1942; 18th Fighter (later Fighter-Bomber) Group, 1 Nov 1945; 18th Fighter-Bomber (later Tactical Fighter) Wing, 1 Oct 1957–.

Stations. Selfridge Field, Mich, 15 Jan 1941; Baton Rouge, La, 6 Oct 1941–17 Jan 1942; New Caledonia, 15 Mar 1942 (operated from Guadalcanal, 22 Aug–22 Dec 1942; 29 Jan–Jun 1943); Woodlark, 23 Jul 1943 (operated from New Georgia, 28 Oct–16 Dec 1943); Russell Islands, 23 Jan 1944 (operated from Bougainville, 2 Mar–3 Apr 1944); Middelburg Island, c. 15 Aug 1944; San Jose, Mindoro, 22 Feb 1945 (operated from Morotai, 12 Feb–21 Mar 1945); Puerto Princesa, Palawan, 6 Mar 1945; Laoag, Luzon, c. 10 Nov 1945; Puerto Princesa, Palawan, 8 Feb 1946; Floridablanca, Luzon, 17 Jul 1946; Clark Field, Luzon, 16 Sep 1947; Taegu, Korea, 28 Jul 1950; Ashiya, Japan, 2 Aug 1950; Tongnae, Korea, 8 Sep 1950; Pyongyang, Korea, 27 Nov 1950; Suwon, Korea, 1 Dec 1950; Chinhae, Korea, 9 Dec 1950; Hoengsong, Korea, 2 Jun 1952; Osan-Ni, Korea, 10 Jan 1953; Kadena AB, Okinawa, 30 Oct 1954–.

Aircraft. P-36, 1941; P-400, 1942; P-39, 1942–1944; P-38, 1944–1945; P-51, 1946; P-80, 1946–1950; P-47, 1947–1949; F-51, 1950–1953; F-86, 1953–1957; F-100, 1957–1962; F-105, 1963–.

Operations. Replacement training, 1941. Air defense of New Caledonia, Mar–Oct 1942. Combat in South and Southwest Pacific, 24 Aug 1942–8 Aug 1945. Combat in Korea, 2 Aug 1950–27 Jul 1953.

Service Streamers. None.

Campaigns. World War II: China Defensive; Guadalcanal; New Guinea; Northern Solomons; Bismarck Archipelago; Western Pacific; Leyte; Luzon; Southern Philippines; China Offensive; Air Combat, Asiatic-Pacific Theater. Korean War: UN Defensive; UN Offensive; CCF Intervention; First UN Counteroffensive; CCF Spring Offensive; UN Summer-Fall Offensive; Second Korean Winter; Korea Summer-Fall, 1952; Third Korean Winter; Korea Summer-Fall, 1953.

Decorations. Distinguished Unit Citations: Netherlands East Indies, 7, 20, and 22 Nov 1944; Korea, 3 Nov 1950–24 Jan 1951; Korea, 22 Apr–8 Jul 1951. Air Force Outstanding Unit Awards: 1 Dec 1959–30 Nov 1960; 1 Sep 1962–31 Aug 1963. Presidential Unit Citation: [1942]. Philippine Presidential Unit Citation. Republic of Korea Presidential Unit Citations: [2 Aug] 1950–31 Jan 1951; 1 Feb 1951–31 Mar 1953.

Nsng-01

Unsung Heroes of the Korean Air War

by
Duane E. 'Bud' Biteman,
Lt Col, USAF, Ret

WAR CLOUDS GATHER

Korea
1949 - 1950

Conditions for war in the Far East, in 1950, had been cast much earlier by statesmen and politicians who were more concerned with the expediency of solving their own current problems, and lacked the necessary foresight to anticipate the startling results of their actions, or *inaction* ...those which would ultimately lead us into the Korean War.

To get a feeling for those events, and how they could lead us into such a conflict, it is first necessary to back-track and look at some of those political "situations", and to describe our "AOB" (Air Order of Battle) ...the numbers and locations of our US Air Forces in the Far East in early 1950.

Korea had been simply "annexed" by Japan in 1910, long before their intrusion into China prior to World War II, without any great opposition by other nations of the world ...because *"that was a local 'Asian' problem"*. During World War II, at the Cairo Conference, the assembled Allied leaders, decided that, once the Japanese had been defeated, Korea should be separated from Japan, and it should be ***jointly governed by the Allies*** (including the Soviets) until the country could become ready for it's own democratic rule.

> "...the United States' defense perimeter in the Far East, ran...
>
> ***"from the Aleutians to Japan, to Okinawa and to the Philippines"***,
> Dean Acheson,
> Secretary of State,
> Jan 12, 1950,
> (completely omitting any mention of ***Korea*** or ***Formosa*** being still within the U. S. sphere of interest).

The plans for administration of the Korean penninsula did not develop as rapidly as did the sudden victories in the war effort following use of the atomic bombs on Japan, so, when the war ended, the necessary formal plans and agreements with Russia had not yet been signed. But a plan was needed immediately, to accept the surrender of the Japanese in Korea and Manchuria, and Russian troops (who had declared war on Japan just two days before their surrender) were already in position along those borders, so it was proposed that the Russians take the surrender of all Japanese as far south as the **38th Parallel** in Korea, and United States' forces would take their surrender South of that arbitrary demarcation line.

The Russians quickly ...and gladly, accepted this assignment, and by December, 1945, just four months after the shooting had stopped, they had not only taken the surrender of the Japanese in those areas, but were in the process of building field fortifications along the north side of the 38th Parallel, obviously settling in for a much longer occupation than had ever been intended by the Allies!

In September, 1947 the United States had asked the newly-formed United Nations to take up the problem of Korean unification, and that weak young organization decided ...over strong Soviet opposition, that a national government for Korea should be established through free elections. The Soviets disagreed, and refused to allow UN observers into North Korea. Then, when free elections were held south of the 38th Parallel, electing Syngman Rhee president, the Soviets responded by setting up their own independent government in Pyongyang, under Kim Il Sung.

With the involuntary partition of Korea solidly ...although illegally, established, the Soviets announced in September, 1948, that they, the Russians. were ready to *withdraw* their occupation troops from Korea, *and suggested that the United States do the same.*

At that time, three years after the war's end, ...about the same time that First Lieutenant Duane E. Biteman, 25, re-tread World War II F-51 Fighter Pilot, was being transferred from Japan to Clark Field in the Philippine Islands, we still had 45,000 ground troops in South Korea ...a force which our Pentagon planners would have liked very much to disperse to other, more vital, areas. But, rather than leave Korea defenseless on our departure, we agreed to train and equip a South Korean security force.

Major General Claire Chennault, much admired by South Korea's new President, had come over from the 14th Air Force "Flying Tigers" command to evaluate the needs of the new South Korean Air Force. He recommended a force of 100 planes, including at least twenty-five F-51 Mustang fighters.

General Douglas Mac Arthur, Far East Commander, voted against General Chennault's recommended combat Fighters, saying ***"we might be accused of starting an arms race"*** in Korea ...despite the fact that the Russians had already supplied the North Koreans with more than 125 aircraft, including 75 combat-ready fighters and 12 light bombers!

The ROK (Republic of Korea) Air Force was finally formed on October 10, 1949, with 187 officers and 1672 enlisted personnel ...but only **16** airplanes: three slow, lightly-armed T-6 Trainers to ***"serve as Fighters"***, and 13 little liaison 'puddle-jumpers'. Fifty-seven of the officers knew how to fly, but only 39 could be considered to be *'trained'* pilots; ***not one had flown anything more powerful than the docile 650 hp T-6 Advanced trainer***!

In China, meanwhile, the Red legions of Mao Tse Tung were completing the final mopping up stages of their victorious rout of Chinese Nationalist forces from the mainland in early 1949, thus leaving an experienced multi-million man Communist Chinese army nearby, without a mission and facing the need to disband, creating the problem of widespread unemployment for their new leaders.

Coincidentally, during the same time, on June 30, 1949, **all American forces were pulled out of Korea,** except for a small group of Advisers. The US Far East Command, General Mac Arthur's command, ***...no longer had, (or felt,) any responsibility*** for the new Republic of (South) Korea.

The fate of the new little country was left ***"Spring-loaded to the Disaster position"***.

Despite our claims to the contrary, the Soviets and North Koreans had every reason to believe that the United States was 'fed up' and was wiping it's hands of the whole Korean "bucket of worms".

In fact, on January 12, 1950, Secretary of State Dean Acheson reinforced that opinion in a public speech, in which he went so far as to state, specifically, that **the United States' defense perimeter in the Far East, ran** ***..."from the Aleutians to Japan, to Okinawa and to the Philippines"***, by accident or by design, he completely omitted any mention of ***Korea*** or ***Formosa*** being still within our sphere of interest.

With the clear perception of ***20/20 hindsight***, it later became easy to see how all of the chips must eventually fall into place for the attempted Communist takeover in South Korea.

And *interpret* our omission they did. Intelligence reports during early Spring, 1950, revealed the steady build-up of North Korean troops along the 38th Parallel, which, by mid-May of that year, numbered six regular Army Divisions and, it was suspected, seven additional divisions were being formed from constabulary and "recruits" near the Manchurian border with China.

Our military intelligence correctly assessed the strength and intentions of the North Koreans, but couldn't agree on the precise timing of an expected invasion. That was up to Soviet strategy to decide.

American air power, in May 1950, was spread dangerously thin over two thousand miles of the western Pacific ...from the Aleutians to the southern Philippine Islands and beyond.

We had a grand total of only 1172 airplanes ...of all types, including many in "pickled" storage, and some even ready for salvage. Of these, only 553 were assigned to operational units. Those included: 363 new F-80C jet fighters; 32 F-82 'Twin Mustang' all-weather fighters, twenty-five B-26 'Invader' twin-engine light bombers, twenty-two B-29 'Super Fortress' four-engine heavy bombers, twenty-five RF-80 reconnaissance jets, six RB-29 long-range reconnaissance planes, twenty-four WB-29 weather reconnaissance, twenty-six C-54 four-engine transports and 27 miscellaneous RB-17 and RB-29 Air-Sea Rescue aircraft.

F-51 Mustangs were not even listed among the operational aircraft ...the few remaining flyable had been paroled from salvage, only because they had been relegated to *"Target Towing"* duties for the F-80 Jets aerial gunnery practice.

Most operational wings, like the 18th Fighter Wing at Clark Field, in the Phillipines, had recently been re-equipped with the new F-80C jet fighters within the preceding six months ...and all of those units were having logistic troubles with spare parts and equipment. That, coupled with lack of jet experience among the majority of the squadron's pilots, meant that they could be considered only *marginally operational*, at best. The new F-80C jets' usefulness was further complicated by the need for longer runways ...seven thousand feet or better, and the jets' extremely high fuel consumption rate, especially at low altitudes, severely limited the operational missions to close-in defensive protection of the widely-dispersed Pacific bases.

These bases, among which included : ***Misawa***, on Japan's northern island of Hokkaido, (49th Fighter Bomber Wing), ***Yokota*** and ***Johnson AFB***, 30 miles north of Tokyo (35th FBW), ***Tachikawa***, near Yokota (374th Troop Carrier Wing), ***Itazuke***, (8th FBW), on the southern island of Kyushu, across the Sea of Japan, opposite the Korean port of Pusan. Plus ***Naha***, Okinawa, where 20th Air Force rotated their B-29 bombers with units in the 'States. And, finally, at the tail end of the Asian string was ***Clark Air Force Base***, Philippines, with the 18th FBW and their short-range F-80's plus the 21st Troop Carrier Squadron's C-54 transports.

That was it ***...for the protection of the entire western Pacific, from Borneo to the Aleutians.***

Sunday, June 25th, 1950, started as just a routine day of rest for, First Lieutenant Duane E. 'Bud' Biteman, a World War II Fighter Pilot whose wife, Helen and infant daughter, Carol were living with him at Clark Field, on the island of Luzon in the Philippine Islands.

After arising around 8:00 AM, Helen had fixed her usual, special "Sunday breakfast" for Carol, then aged 3, and for Bud, while he browsed through saved, month-old Sunday edition of the voluminous Los Angeles Times, and they'd then taken the short drive from their new quarters at the top of the hill, on the west, Mt. Pinatuba, side of the sprawling base, to the Chapel on the main base at old Fort Stotsenberg. On the way Biteman had tuned the car radio to Clark's Armed Forces Radio station, and heard the startling news that the North Koreans had invaded South Korea in force, at 0400 hours that Sunday morning.

Their hearts sank. They had the awful feeling in the pit of the stomach that told them their imminent, long-awaited return to the United States, scheduled for July 7th, just two weeks later... after completion of Biteman's required two year "tour of duty" in the Far East, was about to be indefinitely postponed.

But, of even greater concern to the Lieutenant, was the possibility that the attacks in Korea were just a part of the Communist Grand Strategy involving the simultaneous invasion of Formosa by Chinese Communist forces, and the possibility for diversionary supporting attacks by the Communist Huks in the Philippines. Biteman became very much worried for the safety of Helen and Carol, because Clark field could once again become a prime military target ...as it had just nine years earlier, on December 7th, 1941.

Instead of driving to the Chapel, Lt. Biteman had his wife drop him off at his office in 18th Fighter Group Headquarters, where he was assigned as 18th Fighter Group Intelligence Officer. He found several of the Squadron and Group Staff Officers had already assembled; they too, had heard the news and had promptly reported to their work stations.

They were a strange-looking military group: Lt. Colonel Ike Wintermute, former Group Operations Officer, recently-selected to be Group Commander to replace Colonel Hank Norman ... dressed in light slacks and flowered sport shirt, and in his stocking feet. He'd just tee'd off on the golf course when he heard the news, and had thoughtfully kicked off his spiked golf shoes before walking on the asphalt-tiled floor of the new Headquarters building.

Captain Bob Hinck, Group Adjutant (and Biteman's next-door neighbor), Captain Chuck Schreffler, Group Materiel Officer. Their current boss, Colonel Norman, who was due for imminent re-assignment to the 'States, was up at 13th AF Headquarters in conference with Major General Howard Turner and his staff.

One by one, the rest of our Fighter Group staff showed up. That was one advantage of having everyone live on base: when something came up, it didn't take long for the word to get around. Each family just called across the lawn to his neighbor, and soon everyone on the base had the news.

Major Lou Sebille and Captain Bob Howells, Commander and Operations Officer of the 67th Fighter Squadron, my former outfit (and, incidentally, Bob Howells was the instructor who gave Biteman his first check-out in the P-51 when he was a First Lieutenant at Pinellas, Florida in 1944). Major Bob Dow, Commander of the 44th Squadron, and Captain Harry Moreland, Commander of the 12th Squadron; all came in and, shortly, were called by Colonel Norman to come up to 13th Air Force Headquarters at old Fort Stotsenberg.

By that time, the rest knew *"the fat was in the frying pan"*...something serious was cooking. Biteman called the three squadron Intelligence Officers and told them to dig out from their files all information they had from Far East Air Forces (FEAF) on the subject of Korea, and to start briefing their pilots on the North Korean's Air Order of Battle (AOB), location of air bases, numbers and types of airplanes, their performance and, if they could find any, to gather whatever ***air navigation charts*** they might have of the Korean peninsula.

Before Biteman had finished talking, Captain Bob Hinck had received a call from Colonel Norman, telling him to find out which, if any pilots were on Leave in Manila or Baguio, and to make arrangements to have them return to Clark Field immediately. He was also told to cancel any and all transfer orders *...including his own, (and mine)* and to stand by for further instructions. Bob had transferred with Lt. Biteman from Japan to Clark Field, and was scheduled to return to the 'States on the same ship with the Biteman family on July 7th. Now they were having their orders cancelled together.

While this activity was going on in Group Headquarters, each Squadron Commander had called his Operations Officer to tell them the pilots were to be put on Full Alert, 24 hours per day. The F-80's machine guns were to be loaded, and a minimum of eight ships from each squadron were to be ready for immediate take-off, as might be required. Auxiliary long-range wing fuel tanks were installed on all aircraft, and rockets and bombs were ordered to be ready for immediate loading when required. All pilots were issued .45 cal. automatic hand guns and ammunition. Then we waited.

But nothing happened in the Philippines.

Two fighters were dispatched to fly north along the west coast to the northern tip of Luzon, and to report any unusual ship movements. There were none to report. As far as could be seen, there was nothing out of the ordinary to the north toward Formosa or in the direction of mainland China. We kept a pair of reconnaissance aircraft in the air during all daylight hours for several days, but none reported any unusual sightings. It became apparent that the military activity was being confined to the Korean peninsula ...at least for the time being.

While those at Clark were tense and expectant, with little to do after the initial Alert preparations were completed, there was plenty going on in Japan. From later accounts, we learned that things were rapidly developing into *one helluva screwed-up mess!* Fortunately, those in the lower echelons did not know just how bad it got, and could go ahead and get their jobs done as expected to do!

The weather over Japan on the morning of June 25th was typical for the beginning of the summer Monsoon season... warm and humid, with scattered showers. A polar weather front was drifting southward and, though the weather was expected to remain fair in Japan through Monday the 26th of June, and Tuesday the 27th, the cold front threatened low clouds and rain later in that week. The normal pattern for such weather fronts would expose the Korean peninsula to low scud and rain at first, then it would be expected to drift gradually down and begin to cover the Japanese islands with the same poor flying conditions *while the upper Korean penninsula would begin to clear.*

The week-end Duty people in the Army and Air Force Headquarters in Tokyo had simply noted and filed the weather reports, without really paying much attention to what was on them ...the conditions were "normal", and expected for that time of year, 'certainly no cause for concern ***...at least not in peacetime!***

Lieutenant General George Stratemyer, Commander of Far East Air Forces (FEAF), had been attending conferences in Washington D.C. the previous week, and was on his way back to Japan, but had planned to visit the island of Okinawa for a day or two en route. His Acting Commander, General Partridge, Commander of 5th Air Force at Nagoya, had dutifully spent the week in Tokyo, but had returned to his home at Nagoya on Friday to be with his family for the week-end.

The first report of the North Korean invasion reached FEAF Headquarters in Tokyo at 0945 AM, Sunday, June 25th, 1950***...five and three-quarter hours after the actual beginning of the invasion*** and, although the word was then belatedly sent to all FEAF units, General Partridge was not in his quarters ***and did not learn about it until 1130 AM!*** He then acknowledged the serious possibilities, but knew that FEAF's Command responsibility was limited to ***"only the protection of American citizens in Korea"***, and their safe evacuation, by surface or by air, if that became necessary.

General Partridge directed the 8th Fighter-Bomber Wing at Itazuke, Japan ...the closest base to Korea, to mobilize a small task force to provide air cover and air transport for evacuation of several hundred Americans.

The evacuation task force included twelve C-54 transports, to be launched from Tachikawa, plus the F-80s, F-82s and B-26s at Itazuke to provide necessary air cover, to keep North Korean attack aircraft away while the evacuation was in progress. The Orders stated that the C-54 transports were to be in position at Kimpo airfield, Seoul, South Korea, by 0300 hours on Monday morning, June 26th, to begin the evacuation operation.

True to the earlier weather forecast, Seoul had bad weather on the morning of the attack, so there were no North Korean aircraft seen in the area. However, the weather front passage from the north, around noon, produced clearing skies, and two Yak fighters buzzed Seoul and Kimpo Air Base without firing. But at 5:00 PM two North Korean Yaks returned and strafed the Seoul airfield, damaging one of the US C-54 evacuation transports and seven of the ten ROK Air Force trainers parked on the base. The YAKs returned again at 7:00 PM and finished the destruction of the four-engined C-54 transport.

General Mac Arthur, overall Commander of Far East forces, realized that the city of Seoul was in immediate danger of capture by the Communists, but felt the South Korean Army would put up a better fight if they thought they were being supported by United States' air power. So he directed General Partridge to have FEAF put up all of the airplanes it could muster as a ***show of force*** for the defense of Seoul ...but to fire at attacking North Korean aircraft **"only if they threatened the evacuation of Americans or actually attacked FEAF airplanes".**

An American freighter, the ship *"Reinholte"*, immediately was assigned evacuation duties at Inchon harbor.

Far East Air Forces' entire fleet of F-82 Twin-Mustang Interceptors and B-26 medium bombers were publicly committed to the slow, tedious task of ***escorting the "Reinholte"***, with its load of American evacuees, from Inchon to Japan. That left only the F-80s and B-29s to provide Mac Arthur's "Show of Force".

The F-80 jets, flying out of Itazuke, Japan, could remain over the Seoul target area for only 20 minutes at high altitude, and even less if they dropped to lower altitudes where they could see what was going on at ground level; their efforts were futile, to say the least. However, on Tuesday, June 27th, eight propeller-driven North Korean IL-10 fighters tried to attack our C-54 evacuation transports on the ground at Kimpo, but were intercepted by four F-80s of the *35th Fighter Bomber Group*; the jets promptly downed four of the attackers, and the remaining four proceeded north without slowing to risk further discussion.

The U.S. Joint Chiefs of Staff dispatched the US aircraft carrier Valley Forge to head for Korean waters from their current location in the Philippine Sea, with orders that they would be under the "Operational control of General MacArthur". Their primary mission, however, was to... continue to ***"guard Formosa against an invasion attempt from the China mainland."*** A rather complicated assignment, since they were directed to cruise far to the north, in Korean waters!

With Seoul about to fall to the North Koreans, the United Nations Security Council voted in favor of a United States resolution that ***North Korea immediately withdraw it's forces to the 38th Parallel***, and all member nations should render every assistance to see that they did so. President Harry Truman immediately authorized MacArthur to use progressively stronger force as necessary to defend South Korea from the invasion, even to the extent of committing US ground troops to the battle.

MacArthur immediately issued orders for maximum air support, including movement of all B-29s from Okinawa and Guam, naval attacks against all invasion craft on both Korean coasts, and made arrangements for movement of the 24th Army Infantry Division, commanded by Major General Dean, from Japan to Korea.

The troop airlift began on the morning of **July 1st**, but bad weather and inadequate runway pavement at Pusan, the destination airfield, delayed the C-54 flights, and finally forced a change to use of smaller, lighter C-47 and C-46 aircraft. Even so, the airlift was completed on July 4th, and the first Army units raced north to engage the North Koreans at Osan, south of Seoul, on that same day.

At the beginning of hostilities General MacArthur's staff officers tried to run the war from Tokyo's Dai Ichi Building ...even to the extent of the Army generals directing the use of Air Force B-29 Heavy Bombers against specific *tactical* targets. Unfortunately, since the first "show of force" raids in the vicinity of the front-lines near Seoul had been so impressive, they insisted that these heavy strategic bombers continue to provide *close air support to the ground battle*. General Stratemyer finally had to resolve the gross mismanagement of that valuable, specialized air power resource with MacArthur personally, before they would be convinced that Air Force people knew how they should best be utilized.

Communications between the ground and air units was non-existent at the outset, with the consequence that much air effort was deployed as each pilot saw fit, while, at the same time, the Army may have had a much more pressing need nearby. It was several weeks before FEAF's Lt. Colonel John R. Murphy was able to get a functioning Air Control Center in operation.

While the confusion of sudden hostilities and unfortunate directives had the good close-support aircraft (B-26 Light Bombers) flying air cover for the slow-moving sea freighter, B-29s wasting their strategic capabilities on low altitude close-support, jet fighters limited by weather and lack of fuel range ...and Army generals selecting the targets for air operations, the FEAF planners immediately recognized the offensive shortcomings of the F-80 jets, and saw the need to retain as many as possible for their intended role, the defense of the US bases in Japan.

Recognizing the immediate need, they promptly took steps to pull the few remaining, available **F-51 Mustangs** out of mothballs, where they had been stored for as much as a year, and to immediately equip a provisional squadron to fly them from whatever airfields could be made usable on Korean soil. Then, rather than drain the pilot strength of squadrons based in Japan ...who might be needed to protect those bases, they issued instructions to 13th Air Force at Clark Field to:

"Form such a squadron from the most apt personnel of the 18th Fighter Group and to send the squadron, which would be called 'Dallas Provisional Squadron", to "Johnson Air Base in Japan as quickly as possible."

This instruction was issued on July 3rd, and that evening Colonel Norman called a meeting of all 18th Group pilots who had 200 or more hours of F-51 Mustang flying time. About half of our Clark Field F-80 pilots met this criteria, and included a majority of the "old-timers" of the 18th Fighter-Bomber Group. Lt. Biteman's 650 hours of Mustang flight time was just slightly above the average of those present.

Colonel Norman opened the meeting with a question:

"How many of you guys want some real target practice?"

He was answered by a random chorus of forty voices...

"When do we leave?"

Obviously pleased to have so many volunteers, because it made his task of selecting individuals that much easier, he went on to explain that twenty of us would go to Japan as soon as we could assemble our support equipment, and would pick up our Mustangs at Johnson Field. The ground crews would be selected from experienced mechanics from all of the fighter bases in Japan.

The "Dallas Provisional Squadron" was formed within the hour.

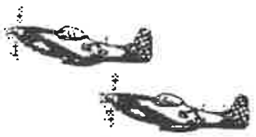
Captain Harry Moreland, holder of the Silver Star medal, plus five Distinguished Flying Cross medals and twenty-one Air Medals for action over Europe during World War II, was named to command the Dallas Squadron volunteers.

Other volunteers chosen to serve in the squadron included:

Captains Howard C. "Scrappy" Johnson, Jerome R. "Jerry" Mau, and Clair W. Potter.

First Lieutenants Duane E. Biteman, Intelligence Officer, Frank C. Buzze, Maintenance Officer, Charles D. Hauver (World War II P-51 "Ace" in Europe) Supply Officer, Bob Hinck, Squadron Adjutant, William D. Bridges, William S. Slater, Jack V. Coughlan, Jack H. Crawford, John P. McCann, Warren H. Kane, Edward M. Nebinger, Philip J. Consereva, Harlan E. Ball, Clarence "Gus" Sonderman, and James R. Allen. There were three 2nd Lieutenants: Billie R. Crabtree, Roy C. Andrews, and Mike S. David.

Wendell Kistner and Robert Naylor, both non-flying 1st Lieutenants, volunteered to go along as squadron Adjutant and Communications officer. Lieutenants Don Bolt, Daniel "Chappie" James and Claude "Spud" Taylor were to follow shortlly.



Duane E. 'Bud' Biteman,
Lt Col, USAF Ret

Bud

Unsung Heroes of the Korean Air War
by
Duane E. 'Bud' Biteman,
Lt Col, USAF, Ret

...They Called It 'Just A 'POLICE ACTION'

KOREA

July, 1950

"What," we have to ask, "prompts a guy to disregard the age-old military advice to never volunteer *for anything*, and to stick his neck out to ask for combat duty ...to leave a relatively secure assignment, with his wife and family nearby, and to fly off to some dusty, dirty, almost unknown little oriental country to kill ...or perhaps to be killed?"

For me, twenty-six year old, 1st. Lt. Duane E.'Bud' Biteman, it was a quick decision .. not necessarily an easy one.

In those few minutes of the meeting on the evening of July 3rd, 1950, I was torn between my love and loyalty for Helen and Carol, who were with me there at Clark Field, getting ready to return to the United States after two long years in the Philippines, our worrying families back in the 'States ...and the very strong obligation I felt to support what our country was doing to carry out a promise to protect a weaker nation. I had the required professional qualifications: I was an experienced fighter pilot... experience gathered over the years at the taxpayer's expense, so that I might someday repay them by fighting on their behalf. On the other hand, could I live with myself, with my conscience, and the shame if I said "no" to their request for help?

> ***"What prompts a guy to disregard the age-old military advice to never volunteer for anything ...to stick his neck out to ask for combat duty?"***

On balance, Helen, Carol and the families on one side, the duty obligations on the other. I honestly believed that both causes could be served by sending my "gals" back to the safety of the United States, while I went north to Korea for a few months. In all likelihood, with the situation that existed at the time, I would probably get back to the U.S. sooner from Korea than I would from remaining as "home guard" at Clark Field.

I put my name on the list of volunteers, hoping that Helen would understand. We didn't have a chance to discuss it at the time, but I was sure that she approved ..with apprehension and reluctance.

We were both very sorrowful at the prospect of yet another lengthy separation ...the third in our young five years of marriage; but we had known what we were letting ourselves in for when I had come back on active Air Force duty in 1948. And I knew that, at the time, we just happened to be in the *"wrong place at the right time"!*

Those of the ***Dallas Provisional Squadron*** whose families were at Clark Field were offered the option of having them return to the 'States immediately, or to remain in their present quarters on Clark Air Force Base. Several of the officers elected to have their families stay, but under the circumstances, with our baggage all packed, and some of it already on it's way, we decided that it would be best if Helen and Carol went on ahead, and waited for me in the safety of Los Angeles with her parents.

We were still uncertain how widespread the Korean thing would develop and, since I would be a couple of thousand miles north, I would feel a lot more comfortable if I knew they were safe at home.

So, on July 7th, 1950, while the men of the 24th Infantry Division were being airlifted from Japan to Suwon and Kimpo airfields in South Korea, I was standing forlornly on the dock of the bay ...Manila Bay, looking through misty eyes at an equally-forlorn pair standing at the rail on the deck of the naval transport USS Gaffey. Two years previous, less just a few days, our roles had been reversed: in July, 1948, I had left Helen standing on the dock at San Francisco ... While the band played the same identical heart-tugging song: ***"Now Is The Hour"***. It was a song I'd not soon forget, and to this day I get a lump in my throat and a faraway look in my eyes whenever I hear it played. To me it will always be a song of sadness, gathering up visions of a little girl, not yet quite three, holding onto her mother's skirt and wondering why her Daddy couldn't go along with her on the boat.

Finally, as the ship pulled away from the dock, the band played ***"California Here I Come"***, the tune that had become our private theme song over the past several months, as we had happily anticipated our going-home journey ...together ...back to the United States.

It was a very, very sad Lieutenant Biteman who made the long drive from Manila back to the empty quarters on Clark Field. I couldn't help but wonder how long it would be before we could be together again: three months.. six months.. or never ?

The best cure for a lonely heart is intense activity, and I did my best to do just that during my few remaining days on Clark Field.

My assignment to Korea was to be in the capacity of *Squadron Intelligence Officer and Assistant Flight Commander* ...a very unusual combination of duties, that perhaps typified the screwy, topsy-turvy nature of our new little war. Historically, *Intelligence Officers were never allowed to go on combat missions* because of the possibility that their knowledge of classified plans and codes could be "extracted" by their captors in the event they were shot down. Not so, in Korea. Qualified F-51 fighter pilots were in such short supply that they couldn't afford the luxury of having one around who couldn't fly combat missions.

Between collecting as many maps, charts and supplies as I could lay my hands on, and clearing our quarters at Clark, the next few days and nights went by in a hurry. Up-to-date air navigation charts of the Korean peninsula were scarce at Clark ...we really hadn't previously had much use for them, ...but I managed to find ten complete sets, which I guarded like valuable securities. Plexiglas sheets, map boards, grease pencils, paper clips, staplers, typewriters, lead pencils, pads and erasers ...all of the basic tools of the Intelligence Officer's trade, plus a small, two-inch glass ball ...my "Crystal Ball" ...went into my stock of supplies.

On the night of July 9th, fifteen F-51 pilots... without a home, and without airplanes, went looking for a war.

We boarded a C-54 transport for the all-night flight to Johnson Field, Japan, the nostalgic site of my first assignment to Japan in 1948.

While Captain Moreland went on to Tokyo to arrange our airlift to Ashiya, on the southern island of Kyushu, and to collect instructions and orders from FEAF Headquarters, the rest of us ranged across Johnson Field to beg, borrow or steal the supplies and equipment we would need in Korea. Lieutenant Chuck Hauver, our *"chief thief"* Supply Officer somehow managed a whole plane load of tents and a complete Field Kitchen; a notable accomplishment, inasmuch as the units at Johnson were reluctant to give up their equipment ...they didn't know how soon they would need it themselves.

The best I could do was gather a couple of portable field tables, a packet of maps ...and a bright young, able-bodied, red-headed Intelligence Clerk ...**Sergeant Dan Thornton** who had worked for me at Clark, and had recently been transferred to Johnson; I convinced him to join us, telling him we would arrange for his formal, written orders later. He probably never knew it, but he was subsequently declared AWOL (Absent Without Leave), and it took me weeks to get his records cleared, and convince the headquarters that he was, in fact, with us in Korea and doing one helluva fine job.

That evening, July 10th, we had three C-54 loads of equipment on their way to Ashiya. We rode "shotgun" to make sure no other Korea-bound outfit came along and hijacked the hard-won gear which we had so recently stolen.

And, by that same day, ***the North Koreans had advanced rapidly southward in a three-pronged attack into the west, central and eastern parts of South Korea.*** While we were moving our gear from Johnson to Ashiya, B-29s from Okinawa had bombed the rail and highway bridges at ***Pyongtaek***, trying to slow the Reds western thrust. As the North Korean traffic piled up at the resulting roadblock, they were sighted by a lone F-51 pilot of the 35th Group, returning from an afternoon reconnaisance mission, who called for help.

During the rest of the day, until it was too dark to see anything but the blazing wrecks, all available F-51s, F-80s, F-82s, plus the B-26 and B-29 bombers had a real "turkey shoot". When it was over, the Reds had lost 38 Russian-made tanks, 117 trucks and hundreds of troops. It was our first major air strike, and it slowed their advance toward ***Taejon*** enough for General Dean to pull some of his 24th Infantry troops together for a further delaying action.

We sent our Advance Party, Captains Moreland, Jerry Mau, and Lieutenants Frank Buzze and Chuck Hauver over to scout the airfield situation at ***Taegu*** on July 12th, while the rest of us spent a couple of days at Ashiya, collecting more equipment and arranging for sea shipment across to Pusan. From there it would have to go by truck and rail to Taegu. Again, each load had to have one of our pilots go along to ride shotgun, to make sure it didn't go astray.

Fortunately, my Intelligence gear was light enough to go by air, so on July 14th, when I finally received my bundle of black and white, ***photo-copied*** Korean air navigation charts ...the only charts available in the area, which I'd had printed on a "Priority Rush Job" by the Ashiya photo lab, I climbed aboard a heavily-loaded C-47 for the flight to our new home-away-from-home at Taegu, Korea.

While at Ashiya, I'd had a chance to talk to pilots of the 35th Fighter Group, who were already flying F-51 missions against the Reds. Things did not sound good; the Reds had crossed the Han River at Seoul... our base at ***Kimpo*** had been captured, and they were approaching our airstrip at Suwon, which was 30 miles south of Seoul. Red air attacks had caught several of our C-54 and C-47 transports on the ground at ***Suwon***, severely damaging them; the crews had then become foot soldiers and had joined the walking retreat toward Taejon, with the North Koreans hard on their heels.

On my last evening at Ashiya, as I'd just finished my "last dinner on a tablecloth" at the Officer's club, I had a chance meeting with four great stars ...resting heavily on the shoulders of Air Force Chief of Staff, General Hoyt S. Vandenberg, who had just arrived at Ashiya for a personal look at the war situation. We did a little ***"Alphonse & Garcon"*** dance routine, as each tried to step aside for the other to pass, then he smiled at me, and he, the General, stepped aside to let me, the Lieutenant, pass.

I was amazed at how tired he looked, not realizing that he was already ill with the cancer which would soon take his life. At that moment I was glad to be a lowly Lieutenant, with but one life to be concerned about, instead of a four-star General with a goodly portion of the weight of the world pressing on his shoulders. Many years later, I had occasion to recall our little "dance step", when I was present at the great missile base in California as it was dedicated ***"Vandenberg Air Force Base"*** in honor of the General I had ***"danced"*** with at the Ashiya Officer's Club.

South Korea's President Syngman Rhee had begged our President Truman for a fleet of F-51 Mustangs, because he was convinced that a timely show of airpower by the South Koreans would discourage the North Korean troops. In response, on July 1st, 1950, President Truman authorized the transfer of just ten decrepit airplanes. However, since all of the Fighter units in the Far East had already converted to F-80 jets many months before, the only F-51s which were not mothballed and in storage, were a few which were being used to tow targets for aerial gunnery practice.

As Mustangs, they were derelicts. All had been stripped of instruments; they were dirty and they were "tired", but they were the only '51s in the Far East available for immediate use.

Ten pilots of the 35th Fighter Group ferried those ten *"Bout One"* Mustangs to Taegu and, it's significant to note, they were called upon ...on their way over, *to fly top cover for General MacArthur's C-54 "Bataan"*, en route to Suwon, where he was to confer with General Dean and look over the battle situation. The choice of his escort was notable in that they chose the old derelict F-51s over the newer, faster F-80 jets because the old Mustangs had enough fuel to stay over the field all the time MacArthur was on the ground, then had enough fuel reserve to escort him all the way back to Pusan, and still return for their original intended landing at Taegu!

Upon arriving at Taegu, the *"Bout One"* commander, Major Dean Hess, and his crew, set about trying to teach the inexperienced South Korean pilots how to fly the hot, frisky Mustangs from the rough, "cow pasture" runway at Taegu. It was a hopeless task; trying to upgrade from a 650 hp T-6 trainer to a tricky 1350 hp fighter while flying combat missions against the enemy ...an impossible situation.

Understandably, the Koreans were reluctant to take the strange airplanes low enough to make an effective attack, and one was badly damaged by groundfire in just the first couple of days. The "Bout One" pilots couldn't bear to see the air capability wasted, while they were so badly needed in the fighting, so they just left the Korean pilots on the ground at Taegu to refuel and re-arm the airplanes, and they started flying the combat missions themselves.

By the time our ***"Dallas bunch"*** started arriving a day or so later, with no airplanes of our own, Headquarters FEAF had decided to give us the nine remaining flyable '51s which had been given to the South Koreans... complete with South Korean insignia painted on the wings and fuselage. Dean Hess and his "Bout One" pilots stayed on for less than a week, while our troops straggled in aboard our supplies from Japan, then, when we had enough pilots on board, they went back to their units in Japan. Eventually, when more F-51s became available, Dean Hess's people moved to Masan, on the southern coast, to start a pilot training school for the South Korean pilots. Dean Hess later wrote a book of his Korean experiences, which was made into the very popular and profitable movie "Battle Hymn", starring Rock Hudson.

Captain Jerry Mau, old friend and Flight Commander, was standing outside our C-47s door when I arrived at Taegu on July 14th, and, with a wide sweep of his arms, smilingly said: "Welcome to Taegu, *Queen City and Honey Bucket capitol of the Orient"*. One whiff of the pungent air and I immediately knew the brand of fertilizer the Koreans preferred for their rice paddies. My eyes followed the sweep of his arm across the barren pasture ...all I could see were six widely dispersed F-51s with South Korean insignia markings, the one adobe building, and an awning-like affair over a low stack of packing boxes (which housed our "maintenance hangar") ...that was it! All of it! Off in the distance to the north, atop a steep hill, I could see a few one-man tents ... "Pup tents".

While the C-47 was being unloaded, Jerry showed me the nerve center of our squadron: the Operations Office ...one small room of the adobe hut, with a local area chart thumb-tacked to one wall, two or three wooden ammo boxes and a hand-crank field telephone. He told me that Moreland and Hauver were off on a combat mission with two of *"our"* nine Mustangs ... someplace near Suwon, wherever our front lines happened to be at the moment. The only other room of the adobe shack was occupied by a detachment of half-dozen "Mosquito" pilots: spotters who flew the three assigned T-6 trainers, with South Korean observers in the rear seats, to help locate targets, and try to tell us which troops were friend and which were foe.

Taegu airfield, in mid-July, 1950, was an *"airfield"* in name only, and in the loosest possible definition of the word. It was simply an open patch of pastureland approximately 4500 feet in length, located four miles north of Taegu City. One small adobe-type building sat alongside the rice paddies on the north side, just below a steep 100 foot hill. The "runway" ran east and west, and was little more than a dusty road with numerous chuckholes and many soft, sandy spots.

For some reason, I'd always had the impression that air wars would somehow be more "organized" than the unpredictable battles of the mud-slogging Infantry; that an airfield required a certain amount of preparation before it could be made operational and, right along with the effort to prepare the runways, and the "work" areas, there was always someone there in the background arranging for a reasonably comfortable place for the aircrews to sleep and to eat. After all, I had thought, if the pilots were to be in condition for the rigors of aerial combat, there would have to be facilities provided for them to get some rest between flights, some nourishing, if not necessarily "tasty" food, and maybe even an occasional cool brew.

Even in China, in World War II, during our hop-scotching from one new fighter strip to the next, they always had us coming into bases with minimal niceties like a Mess tent, and eight-man sleeping tents with wood-plank floors.

But then, as I thought about it, I realized that I'd never had the opportunity to get into a combat area right at the start of a brand-new war. And, as I looked around at the bleak, non-existent facilities at Taegu, I wondered if, just maybe I hadn't arrived in Korea *too soon;* maybe I could go out and come in again after they had things arranged more in the fashion that I had been led to expect!

Jerry showed the way as I balanced myself against the weight of my canvas B-4 bag. At the moment it contained all of my meager personal possessions ...a couple of summer flying coveralls, two sets of starched khaki uniforms, a lightweight flight jacket, a half-dozen sets of underwear, a couple of towels and washcloths, shaving kit and toilet articles, a writing kit and pictures of Helen and Carol. With my .45 cal. automatic pistol, holster, extra clips of ammunition, a first-aid kit and a canteen on the web belt around my waist, and a Leica camera slung over my shoulder, I was carrying everything I owned, or would need in the line of personal supplies.

We first went to a jumbled mound of olive-colored equipment, where I pulled out a pair of shelter halves, a couple of short rods for tent poles and, as I started to walk away, Jerry suggested that I pick up one of the steel helmets from the pile ...not so much for protection from gunfire, he said, but I'd need one for a wash basin and a bathtub. Man carried part of my gear as we picked our way carefully across two or three rice paddy dikes to the foot of the hill which they'd nicknamed "Honey Bucket Heights", where the steep, eroded and dusty path led to the top and *"officer's country"*. There was a rutted road around the back of the hill, which would take us to the same place at the top, but it was a good half-mile further around, and we soon got used to the short-cut across the narrow rice paddy dikes. Scattered at the top was a random array of pup tents, straw mats, carbines and steel helmets ...looking for all the world like a combination beach party and "exploded" view of a Boy Scout camp area.

"Pick a spot", he said, "the rent is cheap, we have a nice panoramic view of the valley...and we're away from the strip, in case someone decides to strafe the runway." There was only one sign of "organized" civilization, a 12 foot by 20 foot tent: the "officer's club and Mess tent". As I expected, when I pulled aside the flap to peek in, it was just a big, empty tent with a dirt floor and a few B-4 bags strewn down one side. There was no "Club", and there was no "Mess Hall"; it was just a place to get in out of the sun to sit on the ground and open a can of Army C rations.

It took me just a few minutes to find a reasonably flat spot and set up my pup-tent; I pushed my bag inside and we headed back down the trail toward the flight-line. I was anxious to locate my Intelligence gear and find a corner where I could set up my chart rack and start collecting pilot reports: to see if I could plot a *"Bomb Line"* from the reports of returning pilots. I moved my plexiglas-covered chart rack into the Operations Office and replaced the dirty, marked-up paper map that was tacked to the wall.

I asked a couple of the "Mosquito" pilots in the next room if they could tell me where the front lines were. They just laughed, and ran their finger in a broad, sweeping arc across the entire middle of South Korea: "someplace between Suwon and Taejon on the west, 'between Hamhung and Wonsan on the east coast, and it's anybody's guess where it is between the two. "The "front", if it could be called that, was moving south so fast that it was impossible to identify any specific area as being in friendly or enemy hands.

Harry Moreland and Chuck Hauver returned from their combat mission and were a little more help ...they'd been working over the roads leading into Taejon from the north, and that city had not yet fallen ...not quite yet.

While I busied myself setting up my shop, and locating my equipment from among the pile off-loaded from the C-47, a crew was busy setting up a field kitchen in a couple of tents under a few scrubby trees a hundred yards from our Operations shack, and a water trailer was brought in from Taegu. Civilization was coming, bit by bit.

It was well after dark that night before I managed a dry sandwich from the kitchen, and trudged up the dark trail to Honey Bucket Heights, and my little tent on the hard ground. Mine was an eerie feeling: laying on the ground, under the stars on that warm July night. I was dead-tired, but unable to sleep, wondering what the next few days, weeks, or even months ...would hold for us.

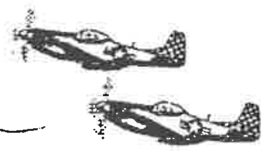
Weariness finally overcame my rambling thoughts and I dropped off to sleep... only to be shocked awake by the ear-splitting chatter of automatic carbine fire nearby. Seconds later, another burst was heard from another nearby hill, then another from a third hill in the distance. I could see the flashes from the muzzle of the last burst, then silence, as the darkness once again closed around us. At the first chatter of gunfire I was wide awake and out of the tent, with my cocked .45 automatic in my hand, ready to do battle.

"What a helluva way to start an air war", I thought, "...a fire fight against a bunch of trigger-happy guerillas".

I could see nothing but our other pilots, all armed and ready to shoot at anything suspected of being an enemy. Slowly and carefully we crept toward the spot at the far side of the hill where we'd last seen a South Korean Army rifleman. When near enough to see his silhouette, standing relaxed near the top of the knoll, we recouped enough nerve to stand upright and walk over to find out what was going on. By sign language and pidgin Japanese, we found that there had been no enemy attack, the bursts of gunfire were just the guards' way of signaling each other that everything was OK!

There was little sleep for the pilots the rest of that night; 'just a lot of nervous jokes about how we joined the Air Force to stay away from just that sort of life.

Bill Slater, Chappie James and Spud Taylor came over from Japan the following day, bringing another load of ammunition, supplies and some much-needed pilot's flying gear.



Bud

Duane E. 'Bud' Biteman,
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Nsng-04

Unsung Heroes of the Korean Air War

by
Duane E. 'Bud' Biteman,
Lt Col, USAF, Ret

INTO THE FRAY

First Korean Combat Mission

Taejon, South Korea

JULY 1950

On 16 July, 1950, while our *"Dallas"* crews were flying combat missions out of Taegu airstrip with nine remaining *"South Korean"* Mustangs, the 40th Fighter Squadron from Johnson Field, Japan's 35th Fighter Group, was being re-equipped with other hurriedly refurbished F-51s, brought out of storage. They were promptly deployed to Korea at the old Japanese airstrip at Pohang, directly east of Taegu on the shores of the Sea of Japan. With the 40th's arrival, we then had two under-strength USAF F-51 Mustang squadrons based on Korean soil.

Initially the 40th had their hands full trying to slow the advance of the North Koreans racing down the coastal highway on the eastern side of the Korean peninsula, while we at Taegu directed our primary efforts against the fast-moving enemy thrusts on the central and western side of the penninsula.

By the 19th of July my Squadron Intelligence operation was organized well enough that I could finally consider doing some flying.

The telephone hook-up with 5th Air Force Advance headquarters in Taegu city was working, most of the time, enabling us to relay strike results and receive word on which areas were most in need of air support. Sergeant Thornton knew what to look for during pilot's post-mission interrogations, and how to plot heavy flak areas on our makeshift situation maps.

It was time for me to *"get my feet wet"*; to start flying some combat missions. I asked Moreland to put me on the mission schedule whenever he had an opening; which he did. He wasted no time in setting me up for early the next morning... 20 July, 1950.

It had been over six months since I had last flown the F-51 Mustang, an airplane which requires a pilot's undivided attention even under the best of circumstances. With the change back to the *"tail-dragger"* (tailwheel) configuration, following the ease and good visibility of the F-80 Jet's nosewheel set-up, plus the challenge of Taegu's dusty, bumpy dirt strip and the Mustang's grossly changed handling characteristics with a full fuel and bomb load ...I was somewhat apprehensive about my first *"refresher"* flight.

My thoughts and concerns with just getting the old bird up and down safely, were such that I didn't have time to think about the fact that I was going into a combat area where people on the ground would be trying their damndest to shoot me down!

The morning of the 20th dawned warm and clear, but 'way high we could see a layer of thin clouds forming... indicating the approach of the outer fringes of *Typhoon "Gloria"*, which had passed the southern Philippine Islands on the previous day and was now headed for Japan. Our weather was forecast to remain reasonably clear for at least one more day.

On my first combat flight I was scheduled to fly as wingman for Captain Howard "Scrappy" Johnson, who had by then completed two or three missions into the ***Suwon-Taejon*** area during the past couple of days. We were limited to use of two-ships ...flight leader and wingman, rather than the standard four-ship formation simply because we didn't have enough airplanes to concentrate four at a time onto any one target area. On the other hand, two planes were minimum for mutual protection and area location, in case one should be knocked down.

After my very thorough preflight check of the dusty, old WWII vintage Mustang, I climbed onto the left wing, pulled my back-pack parachute on over my *"Mae West"* life preserver jacket and over my pistol belt and holster, snapped the buckles and cinched the straps to the point where they were *"just uncomfortable"* if I tried to straighten up.

I then climbed awkwardly over the left cockpit ledge and sat on the one-man life raft which had previously been placed in the seat "pan" by the Crew Chief. Thick aluminum snap fasteners on each side of the life raft pressed into my thighs as I attached the "dinghy" pack to the metal rings sewn onto the side straps of my parachute harness. After reaching over and behind the seat back to pull the pair of shoulder straps across to my midsection, I carefully positioned the lap-belt and snapped the lever to fasten all four ends of the shoulder and lap harness together. With the added protrusion of the .45 caliber automatic pistol and holster on my right hip, I had to squirm my buttocks around until the holster hung outside of the seat bucket and, with the large, uncomfortable snaps of the dinghy harness pressing into each side of my posterior, I continued to squirm in the seat to get each cheek into it's least uncomfortable position while I pulled the lap belt to a snug tension.

Finally, after plugging the radio cords into the wires from my hard-hat helmet, fastening the oxygen hose connection and clamping it to the shoulder harness, I placed my helmet astride the top of the windscreen. With all of the necessary preliminaries completed, I could at last get about the business of starting the Mustang's big Rolls Royce Merlin, 1650 hp engine.

But first, there was the all-important cockpit check. With "hot" guns ...six .50 caliber machine guns in the wings, each loaded with several hundred rounds of ammunition, six 5" high velocity rockets loaded under the wings, and a 500 pound demolition bomb slung under each wing, I was very careful to ensure that none of the armament switches in the cockpit had inadvertently been left in the ***"on"*** position, where accidental touching of the control stick trigger or bomb release could cause them to release.

I turned the fuel selector handle, located between my ankles, to the Fuselage tank position for starting, so that I could use up some of the 80 gallons of fuel stored behind the pilot's seat, to reduce some of the Aft CG weight which made the little ship extremely tail-heavy until the tank's level got down to about 20 gallons.

Then, calling ***"CLEAR"*** to no one in particular ...just the usual warning that the prop was about to start rotating, I raised my feet a couple inches off of the floor to depress the toe brakes on each rudder pedal, held the control stick back tightly against my middle...in case the engine were to catch and surge too quickly, turned on the Master Switch, then the Magneto switch and pushed the Starter button.

The big four-bladed propeller started turning, slowly at first, then, as the big twelve cylinder engine started to fire, a few cylinders at a time, I quickly moved the mixture control from it's Idle-Cut-Off position over to Full Rich, and adjusted the throttle for a smooth, steady idle. The bellow of power from the exhaust stacks on each side of the nose was reassuring, and the familiar, distinctive Mustang sound made me feel at home once again.

Pushing the radio control button for our tactical channel, I pulled on my helmet as the set warmed up. I held the toe brakes as I signaled with an outward jerk of my right thumb for the crew-chief to pull out the wheel chocks. I then called Scrappy for a radio check, lifted the handle on the cockpit's left console to raise the wing flaps, released my toe brakes and added a "touch" of throttle to begin my zig-zag taxi course through the dusty haze toward the take-off end of the dirt runway.

For all of it's power and grace in the air, there are few wheeled contraptions more awkward than a tailwheel aircraft on the ground. It was as if the engineers, after designing a superbly efficient flying machine ...decided that their only concession to the fact that the ship must occasionally spend some time on the ground, very reluctantly agreed to hang on a set of three wheels. The main, front wheels, under the wings, had to raise the fuselage high enough to keep the big four-bladed propeller from striking the ground, and the small tailwheel had to be as compact and as light as possible in order to retract into the narrow aft section of the fuselage.

As a consequence, the resulting configuration meant that the pilot could not see over the nose while taxiing, and had to be continually turning the nose from side to side in order to see where he was going. Then too, the placement of the main gear, close to the center of gravity in the wing, made it very risky to apply brakes too quickly, or the weight of the heavy engine would have a tendency to shift the balance forward with embarrassing and costly results, as the tail would swing up, and the propeller blades would dig a furrow in the turf or pavement of the taxiway. The invention of nose gears meant a major and dramatic improvement in the ease of the Fighter pilot's chores.

With due respect for the heavy load I was carrying, and the numerous soft, sandy spots in our taxi trail, I proceeded with extra caution to the end of the dirt strip behind Scrappy's airplane. The great cloud of thick dust raised by his propeller made it necessary for me to fully close my canopy while taxiing, and to place my carburetor air filters in the ***"filter"*** position to keep at least part of the dust out of the vital internal parts of the engine. Unfortunately, this filtering reduces the volume of air to the coolant radiator and usually causes the engine temperature to rise above its normal range.

Upon arrival at the end of the runway the armament crews scurried under our wings to pull the safety pins from the rockets and bombs and, only when they had moved clear, did we make our engine run-up checks. My coolant temperature was still climbing toward the red-line on the coolant gage on the instrument panel, but I thought that it might be OK once I built up speed on take-off and had a lot of cooler air passing through the radiator.

I taxied to the upwind side of the strip as far as I could, hoping to stay out of Scrappy's dust and, as he accelerated to the point where I could see his tail rise, I added full power to start my take-off roll. Because of the billowing cloud of dust ahead, I had to leave my filters 'in', still reducing the amount of cooling air reaching the radiator.

With one eye on the coolant needle and the other looking ahead for chuckholes in the runway, I lumbered down the runway with my heavily loaded bird. After a seeming eternity of rough bouncing, fearful that the shaking would dislodge the 500 pound bombs under my wings, I was finally able to raise the tail and, with heavy back-pressure on the control stick, managed to force it, semi-stalled, into the air.

I immediately retracted my landing gear and moved the air filter switch to the "unfiltered" position. But the unfiltered cooling air came too late; the steam was streaming out the right side of the nose, and I knew that I had ***"popped my coolant"***.

The automatic pressure relief valve had opened from the excess heat of the over-heated engine coolant, and unknown quantities of the vital fluid had steamed out into the atmosphere. Even though I leveled off and reduced power immediately, the steam continued to pour out for several minutes.

My possible alternatives were quickly considered and discarded. But I could not dawdle too long, for my coolant temperature was still hovering on the redline, and I had no idea how long the engine would keep running with it's minimum coolant level.

"I could look for an uninhabited area somewhere in the vicinity, and jettison my bombs, hoping they wouldn't go off and hit someone." But I wasn't familiar with the locale, and didn't know where to find such a remote area ...if there was one. I couldn't jettison my rockets, because the only way to get rid of them was to fire them off. With my luck, the prop would stop just about the time I decided to jettison my bombs ...and I'd have to bail out.

I decided to take my chances with a heavy-weight landing on Taegu's bumpy dirt strip rather than risk continuing to fly without sufficient coolant, where the hot-running liquid-cooled engine could (and probably would) heat up to the point of stopping the engine, and I'd hate to have that happen on my first mission over enemy territory.

Johnson was informed by radio of my predicament, and my decision to return to Base; he elected to circle the field, waiting, while I went back in to have the tank topped off with additional coolant fluid. I made a wide, sweeping turn to the left, so as to set up for a very long, flat approach for landing.

Landing the F-51 Mustang with an almost-full fuselage fuel tank is, by itself, a tricky maneuver ...even on a long, paved runway, because the rearward center of gravity often causes the need for ***forward*** stick pressure to keep the tail from dropping out faster than the nose... apprehensively referred as "the tail *tucking under*". But with full ammunition, plus ***armed rockets and bombs***, as well, it would indeed have to be an extremely gentle landing or the live, armed bombs could be shaken loose and it could become my last touchdown!

Setting my final turn a good five miles out, I lowered landing gear and flaps, then coordinated my pitch angle and engine power to ease the nose down for a long, flat final approach. With airspeed stabilized at 105 mph, the controls felt extremely sensitive, but they continued to work in their proper directions: '*stick back, the nose came up, stick forward, the nose went down*'. At 105 I was about 15 mph over the Mustang's normal approach speed, but I knew I'd need the extra speed to keep control of the heavy load through flare-out and touchdown. I'd worry about slowing down once I had it on the ground.

I skimmed the tops of trees a mile from the end of the dirt runway and held my gradual, controlled descent constant until just before touching down, when I eased the stick back and chopped the throttle for a gentle, tail high, "wheel" landing. As I slowed on the ground, I had to push the stick forward to keep the heavy tail from banging down onto the ground too hard. Then, with heavy braking, while holding the stick hard back, the Mustang slowed to a stop with no further problems.

Bob Cherry, our Line-Chief had been watching 'his' airplane like a mother hen from the time I had started the take-off roll, and knew exactly what I'd need when I came back in. He had picked up two five gallon cans of coolant and met me with the jeep as I turned off the runway. I shut off the engine and within five minutes he had me topped off and ready to go again.

Since the winds were calm, I restarted the engine and swung the tail around, making my second take-off in the opposite direction from which I had just landed. The coolant temperature remained slightly above normal for a few minutes, until after I had retracted my air filters; it then settled back into the "*green*" range and I felt better.

After another five minutes I was sliding into position on Scrappy's left wing, heading west over the mountains toward the battle front near the city of Taejon.

Climbing leisurely on course toward the west, we crossed the Naktong River at two thousand feet. There was no need yet to climb very high, since we were still over friendly territory; we could have a better view from lower altitudes, of our primary navigation device: ***the railroad*** winding thru the low hills. Upon approaching Taejon, we made radio contact with a T-6 *"Mosquito"* spotter plane who was just returning to Taegu for fuel. When asked where we'd find the enemy, he just told us to take anything on the road north out of Taejon; ***it was all enemy.***

Swinging north to trace the road out of that city, we were over a heavy pall of smoke from the burning buildings. We could see flashes from the muzzle blast of tanks firing in both directions; the battle was raging in the streets of Taejon. Three miles north of the city we could see a trail of dust heading south on the road, then another and another, three Russian-made North Korean T-34 tanks were racing to join the battle.

We climbed to 8000 feet and headed slightly east of the road to position ourselves into the bright morning sun for our bombing attack. Scrappy called to remind me to "arm" my bombs and rockets, and I reached down to the console panel by my knee, lifted the switch guards and moved both the bomb and rocket switches to the *"armed"* positions. That transferred control of the bomb release to the switches on the control stick; the red button at the top of the stick would release the bombs, and the button on the left of the stick would fire the rockets. The trigger on the front of the handgrip would fire the six machine guns simultaneously.

For "bombsights" our '51s had a very simple, but effective system ...a series of one-inch red stripes painted on the leading edge of each wing, near the fuselage, radiating out at different angles from the pilot's line of sight. Another was painted on the top center of the nose cowling, extending from the windscreen to the prop spinner. In use, the pilot would simply fly off to one side far enough to keep his target in view along the side of the nose, then, as the target passed under the red wing stripe for the altitude he was flying, he would roll over into a steep 60 or 70 degree dive, and line the target up with the nose stripe. Finally, when approaching 4000 feet in the high-speed dive, it was necessary only to check that the needle and ball instrument was "centered", to be certain there was no skid or slipping of the aircraft, then press the bomb release button as the target passed out of sight under the nose. As soon as the bombs were released, usually at about 2000 feet, a very sharp pull-up was necessary to keep from flying through the bomb's blast.

Johnson adujsted his heading slightly, then peeled off, rolling into a near vertical dive from 8000 feet, aiming for the first tank in the line and, after another couple of seconds, I rolled over into my dive bombing run. I fired a few short bursts of machine gun fire as I started down, checking to "clear" my guns, and also hoping to keep enemy gunners' heads down, to discourage them from shooting back as we made our attack. We both had close 'near misses' on the first and second tanks, hitting within 40 to 60 feet of each. But after the dust and debris had settled, the tanks were still moving. Russian T-34 tanks needed a direct hit with a 500 pound bomb to knock them out of action.

Dropping down onto the deck, we swung around to come at them from the side with our rockets. Again Scrappy aimed at the lead tank and I opened up on the second. We salvoed our six 5 inch HVAR rockets from about three hundred yards, and both got good hits against the tracks and wheels. Both tanks were badly damaged, but the crews quickly opened their hatches and started firing at us with their machine guns.

Discretion being the better part of valor, we then flew on north looking for other targets; we knew we couldn't finish off the tanks with just our machine guns, and the chances of knocking out the crews inside the tanks' steel armor plating were too slim for the risks involved; maybe we could catch them by surprise on our way back. We circled wide and came back down onto the road at about 200 feet, following it north, with Johnson on the west side of the road and me on the east.

Just south of ***Suwon*** we found a pair of south-bound trucks loaded with enemy troops. Scrappy blew the first one in the engine, on our initial pass, but we had come upon them so suddenly that I didn't have time to properly line up to take aim for a good shot. We swung around for another pass from the side, as the enemy troops were taking cover in the ditches and rice paddies alongside the road. I blasted the second truck with machine gun fire, while Scrappy spaced himself for a pass lengthwise with the road, strafing the ditches. The troops were all firing at us with their rifles, but their aim was off, and neither of our planes was hit. We made a third pass, strafing the ditches on both sides of the burning trucks, then continued north toward the airfield at Suwon. There was nothing moving there, and all we could see was the smoldering hulks of our two C-54s which had been damaged on the ground a few days before. Someone had finished the job with a good fire.

We retraced our route back toward Taejon, letting loose a short burst at a couple of soldiers standing near the burned trucks, then continued on to where we had attacked the tanks. We were starting to run low on ammunition and couldn't waste it on one or two stray soldiers.

Two of the tanks were still where we'd left them, but the third was gone, hidden in the pall of heavy smoke which hung over the city of Taejon. We made one pass to look at a couple of troops standing by the side of the first tank, but pulled up sharply to get out of range of the rifle and machine gun fire which we knew would be coming up at us from the town. As we rejoined the road on the east side, we could see our Army troops fighting a holding action, while a long line of our trucks and jeeps retreated toward the east.

We climbed back up to 8000 feet, where the air was cooler and more clear, and followed the railroad east to the Naktong River, our checkpoint for home base at Taegu. After crossing the river, we nosed down for a sweeping turn, in close formation, into a low, on-the-deck initial approach. Upon reaching the runway at about 350 mph, Scrappy pulled up into a steep *chandelle* as he chopped his power for landing. Two seconds later I pulled up to take spacing behind him on downwind leg. With speed down, after the steep pull-up, we dropped our gear and turned onto a tight base leg, and were still turning slightly on final as we touched down onto the dusty runway.

It felt good to fly a good *"tactical approach"* traffic pattern again ...the *fighter pilot's* traffic pattern. It was developed during World War II to keep speeds high as long as possible, and to make the *"vulnerability period"* ... slow speed with gear and flaps down, as brief as possible, in case enemy aircraft were waiting to ambush the flights as they returned for landing...low on fuel and low on ammunition. However, there were occasional gross miscalculations and a number of pilots had been killed over the years, from stalling and spinning out of too-tight a turn at low altitude and low airspeed. Fifth Air Force's General Partridge decreed, a few weeks later, that we didn't have enough air opposition near our fields in Korea and, as the war became more "organized", he insisted that we go back to the safe, but undramatic rectangular traffic patterns at 1000 feet above the ground.

Our mission on July 20th had been a good and successful one, despite my false start with the coolant problem. Neither Scrappy nor I had picked up a hole, and we could take credit for two seriously damaged tanks and two destroyed trucks. And, more importantly, for me, my nervousness about getting back into combat was under control; I was tense with anxiety, but stimulated by the success of the mission, and ready for more.

That afternoon, as Harry Moreland was returning from a bombing and strafing mission in the same area, he was forced to belly-land in a dry river bed when his engine froze up as a result of a bullet hole in his coolant line. He wasn't hurt, but his plane was demolished. That brought us down to a total of eight flyable Mustangs in the squadron... not much of a fleet to fight a war.

Duane E. 'Bud' Biteman
Lt Col, USAF, Ret

Unsung Heroes of the Korean Air War

by
Duane E. 'Bud' Biteman,
Lt Col, USAF, Ret

POLKA-DOT SKIES

Sinmak Flak Batteries

North Korea

MAY 1951

By May, 1951, the the Reds were rapidly improving their anti-aircraft defenses, with particular attention to the railroad routes which paralleled the west coast ...running roughly northwest from ***Seoul*** to ***Kaesong*** and ***Haeju***, then north to ***Sariwon*** and ***Kyomipo***, and over to the port at ***Chinnampo***, and the short stretch from there to ***Pyongyang***, the battered capitol. The route north, to the Manchurian border ...to ***Anju***, ***Sinnanju***, ***Chongju***, ***Sunchon*** and ***Sinuiju*** were so heavily-defended that it seemed almost possible to "walk" on the layers of flak bursts.

The Chinese were reported to be forming ***'hunter groups'*** ...troops specially trained for aircraft defenses. Each group reportedly had 1200 highly-trained men to set up flak traps, place decoy trucks, string cables across canyons, dig-in rapid-firing flak guns ...some of which were radar-controlled, string lights along a road to simulate convoys, and even place parachutes in strategic locations so we would think that one of our pilots had gone down, and we'd go in at slow speed to search for him. By the end of May, 1951, they were reported to have 275 anti-aircraft emplacements spaced along the railroad, and 600 automatically-aimed, radar controlled, machine gun units.

...It was no wonder that I began to prefer the nice quiet missions over the central mountains, where I could bomb out a quiet road without disturbing too many of the unfriendly, well-armed natives!

Once in awhile we could zip in and out of a hot target area without stirring up too much hostile fire, as I had done on my other two missions flown out of Seoul's K-16 airport on May 19th.

On one I slipped in and out of ***Chungwha*** railroad yards twice ...making highly successful napalm and rocket runs against a string of boxcars. We got several good secondary fires and explosions without seeing a single burst of flak or machine gun fire. Then, later the same day, we hit the industrial area of the port city of ***Chinnampo***, making pass after pass without seeing any heavy flak. There was lots of small arms fire, but none of the heavy white or black puffs which throw shrapnel out in all directions.

I was tired that Saturday night; it had been a long, hard day with almost six hours of constant heavy 'G' forces, cutting and rolling around the targets. Most of us didn't use the 'Chaps-style G Suits' available in those days; they were just another bit of inadequate pilot gear... more trouble than they were worth.

I hit the sack early at Seoul's K-16 airstrip... in a grubby community-use sleeping bag on a sagging GI cot in a bare, drafty pyramidal tent, but I slept soundly. I knew that I had a couple more long, hard days ahead of me before I could go down to Chinhae for a rest.

I knew it was not going to be easy, because the Reds had started their *"Fifth Phase"* offensive, during which the Far East Air Forces were ***to lose fifty-nine fighter aircraft to ground fire in just ten days!***

The pace of the missions were such that we could fly as many and as often as we felt able. Jerry Mau and Jack Crawford had just finished their 100 missions, as did Embery and Buttry ...a bunch of happy, relieved people heading back to Chinhae to await their transfer orders. Those old friends of mine had survived the war and I was happy for them ...and envious too, for at the time I still had about twenty missions to fly, and they didn't seem to be getting any easier.

Owen Brewer's airplane was one of those hit; 'took a few slugs in the engine from ground fire, unknown to him, until it finally quit while heading south toward Chinhae. He bellied-in to a small cleared area... in friendly territory, fortunately, but he re-injured his back, which hadn't completely healed from his earlier tour, when he had to bail out of another dead Mustang. He was flown to Tokyo for his latest recuperation ... but they still would not let him go back to the 'States to recuperate.

Bob Seguin, one of the young, new Lieutenants in my flight, a West Point graduate, came back from a mission with his vertical stabilizer half torn away by a flak burst. He went out the following day and was hit going in on his bomb run; he flew his Mustang right into the ground in a fiery ball.

My first mission on 20 May, a Sunday, was to the heavily defended marshaling yards at ***Sinmak***. We knew that they had heavy concentrations of radar-controlled 20 and 40 mm anti-aircraft guns, so we planned to make just one quick coordinated attack, loosing all bombs and rockets against the railroad rolling stock which had reportedly been moved in during the night.

'Mac', the flight leader for the mission, and his wingman were to go down together, making a very steep dive-bomb run from 10,000 or 12,000 feet, then, as they pulled out, my wingman and I would start our runs from another direction, hoping to keep the machine-gunner's heads down as we strafed on the way down.

As they rolled over into their dive, I could hardly believe my eyes ...the entire sky, for miles around, suddenly blossomed with a polka-dot pattern of puffy white and black flak bursts. It was unbelievable; it was eerie ...and it was very scary!

I had never seen anything like it... not even the newsreel depiction of our B-17s flying over the flak in Germany during World War II showed anything as concentrated as what the Chinese were throwing up over Sinmak!

"They must really have something down there that they want to protect", I thought, as I positioned my element for an aiming point that would carry me down the line of parked rail cars.

Mac's element got good hits and started several fires and explosions. As he pulled up through the cloud of flak bursts, I couldn't believe that neither he nor his wingman were hit. It looked like dozens of bursts exploded right over, under or right behind both Mustangs.

It was with considerable apprehension that I hunched low behind my instrument panel and rolled over into a '*split 'S'* ...the bottom half of a loop, from 12,000 feet, kicking rudder first from one side, then the other, while pumping the stick forward and back ...all intended to keep the little F-51 from flying in a straight line at *any* time, for fear that the flak gunners and their radar might get a bead on my line of flight... if they were going to hit me, it was going to be more luck than skill on their part, because I damned sure wasn't going to hold still long enough for them to take aim on me!

Finally, diving at almost 500 mph, just about maximum safe speed for the '51, I leveled my wings and held her steady just long enough at 2500 feet to see the string of cars slip under my nose, and I instantly triggered off my two 500 pound bombs. I then hugged the ground, jinxing from side to side until I came to a ridge of low hills, at which time I jammed the throttle full forward and pulled the nose almost straight up, kicking rudders as I climbed ...still watching the flak puffs bursting all around me. I finally ran out of 'zoom' speed at about 11,000 feet and leveled off. Checking the position of my wingman, I was somewhat surprised to find that he was still with me; I then called to check on Mac's position.

He was still circling, with his wingman, on the opposite side of the city, debating whether he should go into that hornets nest once again to salvo his rockets. Like the rest of us, he'd been too busy taking evasive action on the first run, and had not fired any of his rockets.

We concluded that we might just as well make another run with our rockets ...there were still plenty of undamaged boxcars, and the gunners hadn't been able to hit any of us, not yet...

We used similar tactics on the second attack ... commonly referred to as the "Yo Yo maneuver", where we send two aircraft in to attack, while another two remain high for top cover and to observe for ground fire. Then, as the first two attackers pull off the target, the second pair come in from a different direction, causing the gunners to divide their attention amongst the four airplanes.

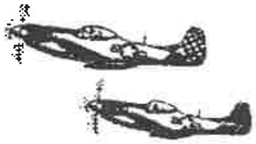
Again we jinxed our way down at maximum speed, salvoed our rockets against the rail cars from about 3500 feet, then pulled up through the polka-dot sky to again level off at 12,000 feet, which kept us just above the apparent fused burst height of their flak. We had good fires and explosions going all over the marshaling yards, but there still were dozens of cars which appeared to be undamaged.

"How about it?" Mac called to me. "Shall we try it one more time and finish the job?"

My wingman responded with a weak: ***"Ohhh Shee-it"***, and I concurred that we should make one more, last strafing pass then stay on the deck until we got behind the hills, and head for home ...for we had really been pushing our luck; 'two passes and none of us had been hit ...it seemed impossible!

This time, however, as Mac and his wingman dove once again through that flak-filled mess, I went into a gentle northerly dive, beyond the hills that I'd scooted over on my first run. Then, after getting away from the heaviest flak area, I pushed the throttle to the firewall again, and dropped down to the deck long before coming to the railroad yards, spraying machine gun fire from side to side as I jinxed onward toward the flaming boxcars. Finally, as I neared the undamaged group, I kicked up into a steeply-banked turn and dove, spraying an extrodinarily long burst of machine gun fire at the line of cars as I turned. At least two of the cars exploded as I passed over the yards, from where I rolled onto my back to drop over the nearest hills, then rolled upright to stay at treetop level and get the hell out of the area.

Three consecutive attacks into the hottest flak concentration in North Korea, and not one of the four of us picked up a single hole ...I could not believe our stupid, fantastic luck! (But I vowed then and there, that I would steer clear of that town from then on ...***Sinmak*** went to the top of my lengthening list of 'no-fun' targets!)



My second mission that day was a short, one and one-half hour road-cutter in the mountainous area of ***Kaesong***. 'Got some good cuts in the roads with our bombs, but couldn't find much to launch our rockets against until, finally, we came across a railroad tunnel with steam rising out the end.

After carefully checking the hillsides above for enemy gunners ...we were beginning to get a bit leery of their flak traps, and this would have been a perfect spot for one ...I made a low, flat, 375 mph approach, just clearing the power poles alongside the road bed, then salvoed my rockets ...all six at once, into the tunnel entrance. We could see smoke and debris shoot out both ends of the short tunnel, but had no idea what might have been inside, other than the locomotive. We concluded that there must have been 'something' of value in there, though, otherwise the rockets would have shot much more of their force out the far side. Instead, the smoke and jetsum seemed to come out both ends about equally.

But, as was so often the case, we would never know for sure what all we destroyed.

Two more missions on Monday, May 21st, brought my total to 85, and put me back down to Chinhae for a day of rest. Much as I would've liked to stay up in the war and rack up the last fifteen of my missions, I recognized that I was finding the stress of continuous low-level, high-speed attacks ...with their necessary intense mental concentration ...was putting a very heavy burden on my nervous system.

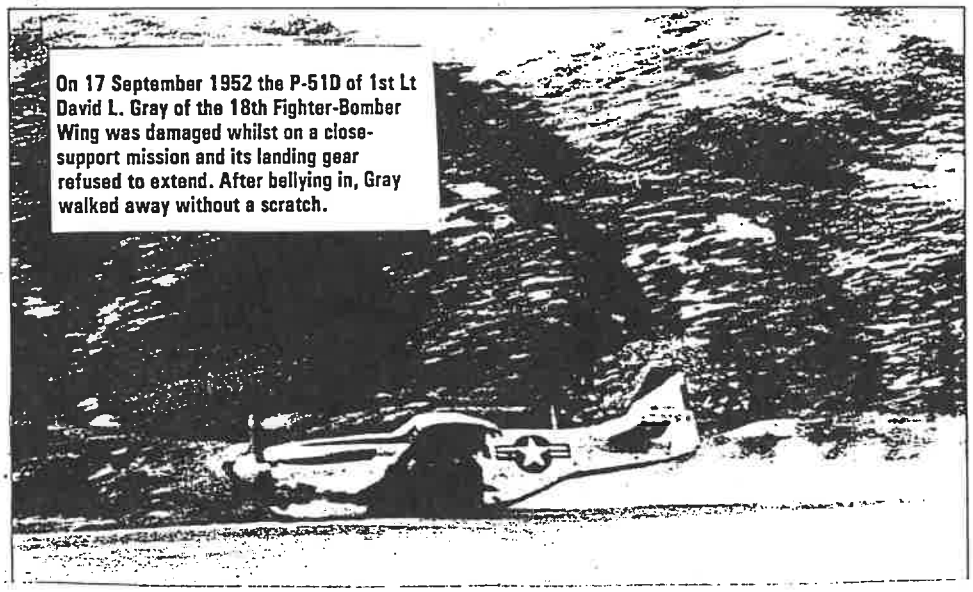
It was an odd mental turmoil that I was feeling ...a unique sensation: my mind was telling me that I had but fifteen more missions to fly ...I could finish them easily; just another five or six days on the line, at my usual high rate of scheduling.

But then, my better judgment told me: ***"Take it easy, Bud. Another day or two won't make that much difference, and you're getting tired ...'prone to make mistakes ... possibly fatal mistakes."***

I decided that I'd better take advantage of the benefits of a relaxing day off to recharge my depleted batteries. Thirty missions in less than two weeks ... thirteen days, to be exact, was beginning to leave its mark on me. My conservative nature made 'discretion the better part of valor', and I headed south for another steak dinner and a good hot bath.

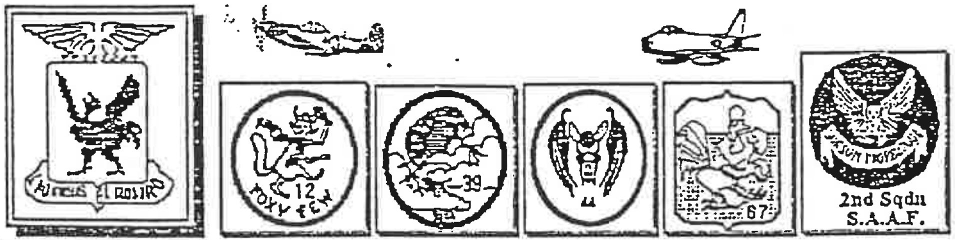
Bud

Duane E. 'Bud' Biteman
Lt. Col., USAF, Ret.



On 17 September 1952 the P-51D of 1st Lt David L. Gray of the 18th Fighter-Bomber Wing was damaged whilst on a close-support mission and its landing gear refused to extend. After bellying in, Gray walked away without a scratch.

18th Fighter Bomber Wing Korean Era.



18th Gp. 12th Sq. 39th Sq. 44th Sq. 67th Sq. 2nd Sq. South Africa

Nsng-13

Unsung Heroes of the Korean Air War

by
Duane E. 'Bud' Biteman,
Lt Col, USAF, Ret

"COURAGE, VALOR, HEROISM"

Major Lou Sebille

Korea
Summer 1950

Following the North Korean invasion of South Korea on Sunday morning, June 25, 1950, I had gone into Korea in mid-July, 1950 with the first increment of volunteer fighter pilots from the US Air Force's 18th Fighter-Bomber Group, then stationed at Clark Field in the Philippine Islands. Initially we were identified as the ***'Dallas Project'***, then became the ***'51st Provisional Squadron***, ultimately being redesignated the ***12th Fighter-Bomber Squadron.***

As the full-time Squadron Intelligence Officer and a part-time F-51 Combat Pilot, it didn't take me long to realize that our gallant, but feeble, efforts, flying ten weary Mustangs from the dirt airstrip at Taegu, South Korea, were having little effect in slowing the North Korean's relentless drive toward Pusan.

Major Louis J. Sebille, my former Squadron Commander at Clark Field, in the Philippines was still commanding the 67th Fighter Squadron when they arrived, without airplanes, at Ashiya, Japan on July 31, 1950. They were to receive twenty-five of the "new" F-51 Mustangs which had arrived the previous week aboard the Navy Carrier, *USS Boxer.* But because there was insufficient physical space... *real estate*, to park their planes and house their troops, to base them at Taegu with the rest of us... the 67th would, by necessity, have to remain at Ashiya, on the southern Japanese island of Kyushu, and receive logistic support from the 8th Fighter-Bomber Group at Itazuke, 40 miles south of Ashiya.

It would be a crude, and probably unworkable wartime arrangement... with the 67th's parent organization, the 18th Group based at Taegu, but having to beg for vital support from a bunch of 'strangers' based forty air miles away.

Lou Sebille was not a bit happy with the arrangement, and told Lt. Colonel Ike Wintermute, our 18th Group C.O. what he thought the results would be. His angry response to the proposition was unlike the easy-going, friendly personality of Lou Sebille, and he was undoubtedly in a sour mood as he began re-indoctrinating his pilots... who, until that time had been flying the F-80C Lockheed jet fighters for the past year, as we had, training them once again to fly the propeller-driven F-51s, and rebuilding his combat outfit.

They started out with a bang, flying their first combat missions on the following day.

By August 2nd we could hear the ***"Elsewhere"*** flights operating alongside our elements all along the front lines. I could recognize many of the radio voices of pilots I'd flown with over the past couple of years, and it was hard not to exchange friendly greetings and small-talk over the busy tactical wave-lengths. I talked with Bob Howells, 67th Operations Officer, (an old-time P-51 instructor pilot who had given me my first P-51 check-out at Pinellas, Florida during World War II). Ross Cree, friend and fellow Intelligence officer, Ed Hodges, Harry Moore, Joe Lane, Owen Brewer ...the whole bunch was up to Korea to help extricate us from the damned bucket of worms we'd gotten ourselves into. We were extremely glad to have their help, for they were good, capable, experienced, hard-driving fighter pilots.

Three days later, on August 5th, while each was leading separate flights near ***H'amchang***, on the Naktong River, Lou Sebille and Bob Howells would both be killed within five miles of each other, and both within 15 miles of our base at Taegu!

H'amchang, the little village where Lou Sebille died, was just one of many small groups of mud and straw huts which dotted the countryside along every road and trail in Korea. On the preceding night, August 4th, the North Koreans had managed to establish a minimal beachhead across the summer-shallow Naktong River and, although we were able to stop all daylight movement across the river, the tanks, troops and artillery that had crossed during darkness were moving steadily toward their objective ...our nearby base at Taegu. Just a few more miles and they would be within artillery range of our primary airstrip.

Lou, leading a flight of 67th Squadron Mustangs out of Ashiya, wound up with but three airplanes when his wingman was forced to return to their Ashiya base with a rough engine.

Captain Martin Johnson, his element leader, with Lt. Charles Morehouse on his wing, split off as they approached the target area, and were informed by the pilot of a T-6 Mosquito spotter, of a Red tank and armored personnel carrier holed up inside a couple of houses in the village of H'amchang.

The fact of enemy armor so close to our airstrip, on our side of the river, coupled with an equally-strong, simultaneous drive from the north, near ***Yongch'on***, made our military position at Taegu "very precarious", to say the least. Lou Sebille was well aware of our situation, and knew just how critical each of our fighter missions would be that morning in early August ...perhaps the success or failure of our stand in Korea hung by the thread of his fighter's contributions.

The T-6 fired a target-marker smoke rocket which lit near the huts holding the Red armor and, at that moment, their Red crews knew that they would soon be under air attack.

Sebille positioned himself for a medium angle dive bomb run, planning to drop both of his 500 pound general purpose (GP) bombs on the first attack. Diving from 5000 feet, he held the Mustang steady as he approached 2500 feet, then, as the target passed under his nose, he punched the red bomb release button on his control stick to drop the two bombs, one from under each wing. He immediately started a sharp pull-up to the left, to stay away from his bomb-blast, and called to his flight that the enemy was firing machine guns while he was making his bomb run. Their element, meanwhile, was making an attack on the other hut, a short distance from Sebille's target.

Only one of Sebille's bombs had released on his first pass, and the heavy 500 pounds of extra, unbalanced weight under his left wing may have contributed to his near-miss on the target. But the armor was still there, and was still firing it's machine guns at Lou's wingmen as they made their nearby attack. Sebille climbed for another dive-bombing run with his remaining bomb, making his attack from south to north ...the same as he had on his first pass; he probably intended to pull the manual bomb release handle, to be sure of getting the bomb off.

Lou had a clear view as he came down the slot for the second time, but he also gave the Red gunners a clear shot on him as he did so. During his second attack, from a lower angle than the first, puffs of smoke were observed coming from the tank's cannon, as well as from the machine guns and, just before he reached the release point, Lou called over the radio that he was hit. But, instead of releasing his bomb at that point, he pulled up sharply to the left once more and, with a garbled comment over the radio that ended with:

"...I'll get those dirty bastards...",

he continued his turn and dove straight toward the armored carrier. This time he fired his six rockets in salvo, and his machine guns were blasting the whole way down, but, instead of pulling up as he reached the 2000 foot danger level, he continued to bore in to 1000 feet, then 500 feet ...he obviously had no intention of missing his own bomb blast, for he dove his airplane and his remaining 500 pound bomb straight into his target. There was a tremendous explosion....

Lou Sebille had, to be sure, "..*'got the bastards...!"*

"Why?" We asked ourselves, over and over, when we heard the account of his dive into the target... why didn't Lou pull off the target and head for our nearby strip at Taegu, less than five minutes to the east. Knowing Lou as we did, we concluded that he must have been hit by one of the cannon bursts, and was so badly wounded that he knew he would not be able to land the airplane and still survive. And, since he knew he was undoubtedly going to die, he was determined that those who caused his death should die with him. And they did.

A year later I saw the heart-touching photograph of Jane Sebille, Lou's pretty young widow, and his young five-year old son "Flip", standing on the apron at March Field, California, while Air Force Chief of Staff General Hoyt S. Vandenberg presented the ***Medal of Honor***, and the flag, earned by Lou on that August morning at H'amchang, in far off Korea. TIME magazine's editors wondered in print if the young Sebille boy would ever understand why his dad never came home; I had to wonder too. In fact, I wonder if it is possible for anyone to understand Lou's feelings on that sunny, dusty Friday morning along the Naktong River ... so far away from his home and family in Chicago.

Lou Sebille's death received nation-wide notoriety; he was a true hero in every sense of the word, and he died courageously, doing his "job"; fulfilling the responsibilities, as he saw them, of his duties as a Squadron Commander ...a leader in the United States Air Force. He had a job to do, and he was going to do it, no matter what the price .***"..it was expected of him."***

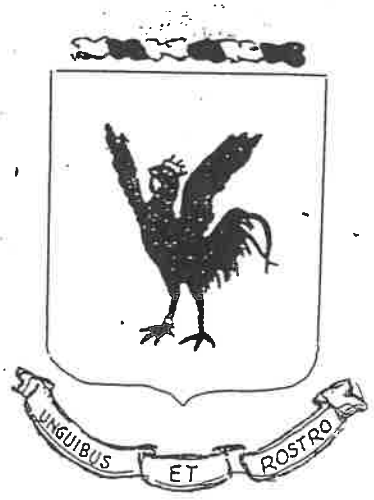
A special corner has been set aside at the Air Force Academy's Harmon Hall, to commemorate the memory of Lou Sebille's selfless heroism, and to perhaps inspire our new, budding Air Force leaders by the courageous example of those who have gone before.

I was especially pleased to see that, for I take pride in having helped to co-author the initial draft of the Citation which accompanied Lou's Medal of Honor, and it too, was displayed in a place of honor there at the Air Force Academy in Colorado Springs.

"When you are surrounded by heroes, it is damned difficult to NOT perform in a courageous manner!"

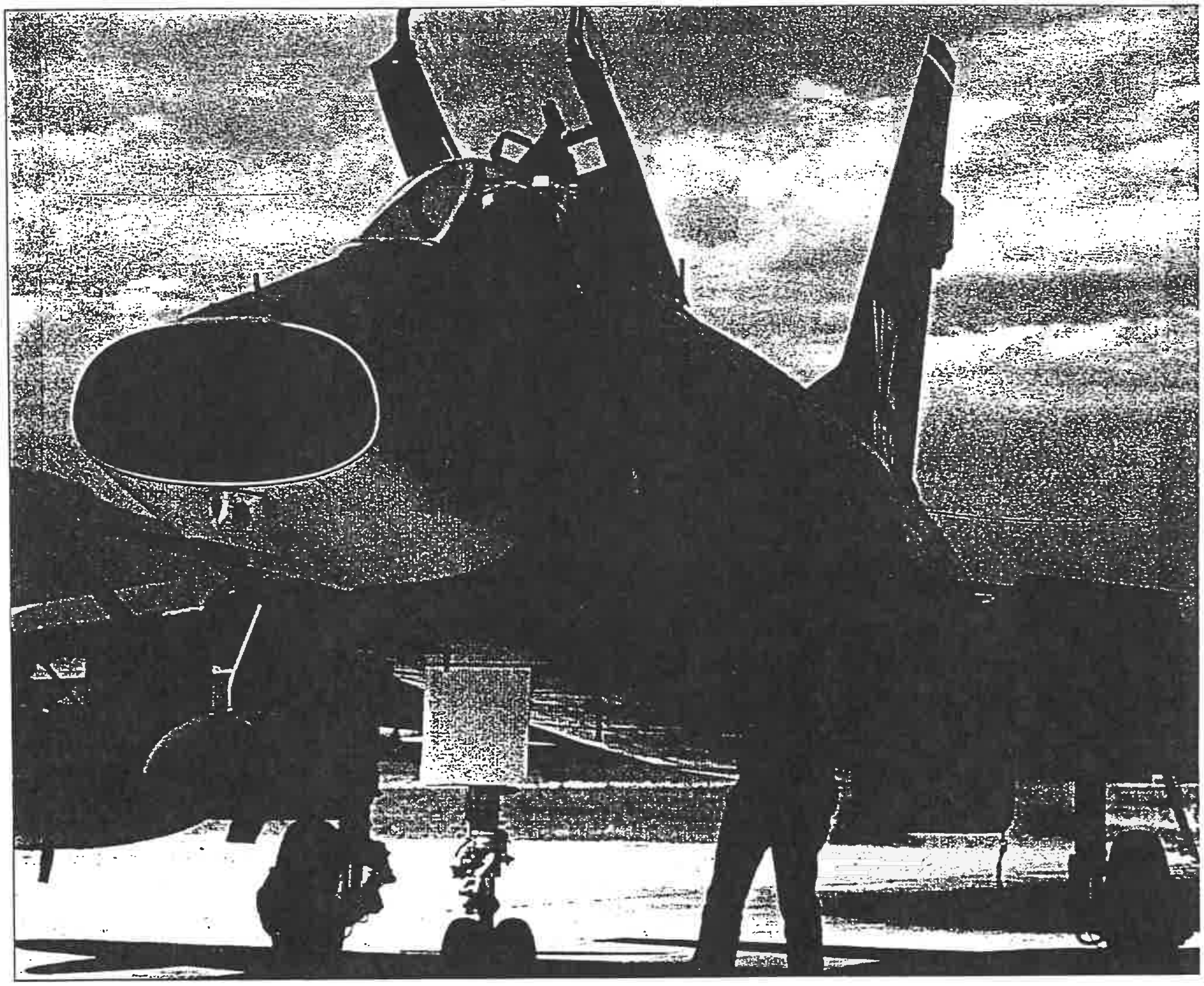
CHAPTER FOUR

18th TACTICAL FIGHTER WING


UNGUIBUS
ET
ROSTRO

Redesignated 18th Tactical Fighter Wing on 1 Jul 1958.

War in Southeast Asia



An F-100D prepares to depart on a combat mission showing the muzzles of its M-39 cannons. In total the F-100 fired well over a million rounds against ground targets in SE Asia.

18th TACTICAL FIGHTER WING

Emblem. Or, a fighting cock with wings displayed sable, wattled and combed gules. *Crest:* On a wreath or and sable two wings conjoined and displayed tenne. *Motto:* UNGUIBUS ET ROSTRA—With talons and beak. (Approved for 18th Group on 21 Feb 1931 and for 18th Wing on 17 Apr 1953.)

Lineage. Established as 18th Fighter Wing on 10 Aug 1948. Activated on 14 Aug 1948. Redesignated 18th Fighter-Bomber Wing on 20 Jan 1950; 18th Tactical Fighter Wing on 1 Jul 1958.

Assignments. Thirteenth Air Force, 14 Aug 1948; Far East Air Forces, 1 Dec 1948; Thirteenth Air Force, 16 May 1949 (attached to Fifth Air Force, 1 Dec 1950–31 Oct 1954; Twentieth Air Force, 1 Nov 1954; 6332d Air Base Wing, 1–9 Nov 1954; Twentieth Air Force, 10 Nov 1954–31 Jan 1955; Air Task Group Fifth, Provisional, 1–15 Feb 1955; Twentieth Air Force, 16–28 Feb 1955; 314th Air Division, 1 Mar 1955–31 Jan 1957; Fifth Air Force, 1 Feb–30 Sep 1957); Fifth Air Force, 1 Oct 1957; 313th Air Division, 10 Nov 1958– (attached to Fifth Air Force ADVON, 28 Jan–13 Jun 1968).

Components. *Groups.* 5th Reconnaissance: attached 1 Dec 1948–16 May 1949. 18th: 14 Aug 1948–1 Oct 1957 (detached 16 May–16 Dec 1949, 28 Jul–1 Dec 1950, 1–8 Nov 1954, and c. 3 Sep–c. 30 Sep 1955; not operational, 1 Feb–1 Oct 1957). 35th Fighter-Interceptor: attached 7–24 May 1951. *Squadrons.* (Note: Because of the extreme number of deployments by the 12th, 44th, and 67th Squadrons in the 1960s and 1970s, detached periods are not shown for these squadrons.) 1st Special Operations: 15 Dec 1972–. 12th: attached 15 Mar–15 Aug 1957; assigned 25 Mar 1958– (detached 1 Feb–15 Mar 1965, 15 Jun–25 Aug 1965, 23–28 Jan 1968). 13th: 15 May 1966–15 Nov 1967 (detached). 15th Tactical Reconnaissance: attached 15 Mar 1960–19 Apr 1970, assigned 20 Apr 1970–. 19th Tactical Electronic Warfare: 31 Dec 1968–30 Oct 1970 (detached 31 Dec 1968–10 May 1969). 21st Troop Carrier: attached 17 Feb–28 Jun 1950. 25th Liaison: attached 1 Dec 1948–25 Mar 1949. 25th: 19 Dec 1975–. 39th Fighter-Interceptor: attached 7 May 1951–1 Jun 1952. 44th: attached 28 Jul–30 Nov 1950; attached 1 Feb–30 Sep 1957, assigned 1 Oct 1957–25 Apr 1967; assigned 15 Mar 1971– (not operational, 15 Mar–14 May 1971). 67th: attached 1 Feb–30 Sep 1957, assigned 1 Oct 1957–15 Dec 1967 (not operational, 1–15 Dec 1967); assigned 15 Mar 1971–. 90th Special Operations: 15 Apr–15 Dec 1972. 306th: attached 24 Apr–19 Jul 1962. 307th: attached Dec 1962–Mar 1963. 308th: attached Mar–Jul 1963. 309th: attached c. 20 Jul–Dec 1962. 336th Fighter-Day: attached 7 Aug 1956–1 Feb 1957. 6200th Troop Carrier: attached c. 1 Dec 1948–16 May 1949. Flying Training Squadron, Provisional: attached 15 Oct 1957–25 Mar 1958. *Flight*. 6204th Photo-Mapping: attached 17 Dec 1949–1 Dec 1950.

Stations. Clark AFB, Philippine Islands, 14 Aug 1948; Pusan AB, South Korea, 1 Dec 1950; Pyongyang East, North Korea, 1 Dec 1950; Suwon AB, South Korea, 4 Dec 1950; Chinhae, South Korea, 10 Dec 1950; Osan-ni, South Korea, 26 Dec 1952; Kadena AB, Okinawa (later, Japan), 1 Nov 1954–.

Commanders. Brig Gen Robert C. Oliver, 14 Aug 1948; Col Herbert K. Baisley, c. 25 Oct 1948; Brig Gen Jarred V. Crabb, 1 Dec 1948 (additional duty after 16 May 1949); Maj Gen Harold M. Turner, Jun 1949 (additional duty); Col Clinton W. Davies, 17 Dec 1949; Col Curtis R. Low, 1 Dec 1950; Brig Gen Turner C. Rogers, 1 Feb 1951; Col Ernest G. Ford, 2 Feb 1952; Col William H. Clark, 7 Mar 1952; Col Frank S. Perego, 1 Jan 1953; Col John C. Edwards, 15 Jun 1953; Col Maurice L. Martin, 5 Jul 1953; Col Avelin P. Tacon, Jr., 31 Jul 1953; Col William D. Gilchrist, 17 Jul 1954; Col Cecil P. Lessig, 26 Jul 1954; Col Nathan J. Adams, 1–8 Nov 1954 (additional duty); Col John B. Murphy, 9 Nov 1954; Col Homer C. Rankin, 4 Feb 1955; Col Glendon P. Overing, 5 Apr 1955; Col Robert C. Orth, 3 May 1956; Col William S. Chairsell, 5 Jul 1958; Col Gust Askounis, 15 Aug 1958; Col Francis R. Royal, 23 Aug 1958; Col James A. Wilson, 14 Jul 1960; Col Francis S. Gabreski, 2 Aug 1960; Col George B. Simler, 19 Jun 1962; Col Jones E. Bolt, 16 May 1964; Col Robert L. Cardenas, 19 Jul 1964; Col Neil J. Graham, 28 Jun 1966; Col Clarence E. Anderson, Jr., 17 Jun 1967; Col Monroe S. Sams, 22 Dec 1967; Col Philip V. Howell, Jr., 24 Jun 1970; Brig Gen Robert F. Titus, 19 May 1971; Col Harold K. Wimberley, 29 May 1973; Col Charles H. Hausenfleck, 1 Jun 1974; Brig Gen Clyde F. McClain, 1 Dec 1974 (additional duty); Maj Gen Lynwood E. Clark, 14 Jul 1975 (additional duty); Brig Gen Walter H. Baxter III, 9 Jun 1976– (additional duty).

Aircraft. P (later, F)–47, 1948; F–51, 1948–1950, 1950–1953; RB–17, 1948–1949; F–2, 1948–1949; L–5, 1948–1949; C–47, 1948–1949; VB–17, 1948–1949; C–46, 1949; RB–17, 1949–1950; RC–45, 1949–1950; F–80, 1949–1950; F–86, 1953–1957; T–33, 1954; F–100, 1957–1963; F–105, 1962–1972; RF–101, 1960–1967; RF–4, 1967–; F–4, 1971–; C–130, 1972–; T–39, 1975–1976; CT–39, 1977–; MC–130, 1977–.

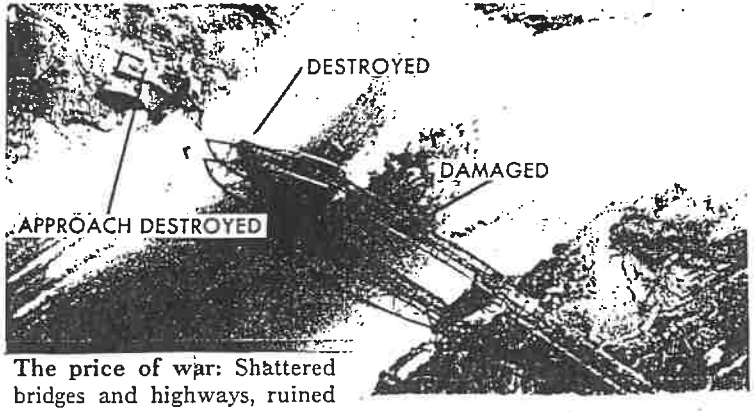
Operations. Maintained proficiency in tactical aircraft; from 1 Dec 1948 to 16 May 1949 was the major Far East Air Forces organization in the Philippines. Aerial mapping, 1948–1950. Wing headquarters unmanned, 16 May–17 Dec 1949. Combat operations in Korea, 1 Dec 1950 through remainder of war.

Moved to Okinawa on 1 Nov 1954, supporting tactical operations there and in Korea, Japan, Formosa (now Taiwan), and the Philippines. Deployed at Yonton Auxiliary AB, Okinawa, 10 Nov–11 Dec 1954. Deployed at Chia-Yi, Formosa, 1–16 Feb 1955. Aerial reconnaissance added to the wing's mission in 1960. Supported combat operations in Southeast Asia from 1961 with deployed reconnaissance forces, and from 1964 with deployed tactical fighter forces until the end of that conflict. Deployed at Osan AB, South Korea, following the *Pueblo* crisis (28 Jan–c. 13 Jun 1968). Continued to maintain assigned aircraft, crews, and supporting personnel in a high state of readiness for tactical air requirements of 313th Air Division, Fifth Air Force, and the Pacific Air Forces.

Service Streamers. None.

Campaign Streamers. CCF Intervention; First UN Counteroffensive; CCF Spring Offensive; UN Summer–Fall Offensive; Second Korean Winter; Korea Summer–Fall, 1952; Third Korean Winter; Korea Summer–Fall, 1953.

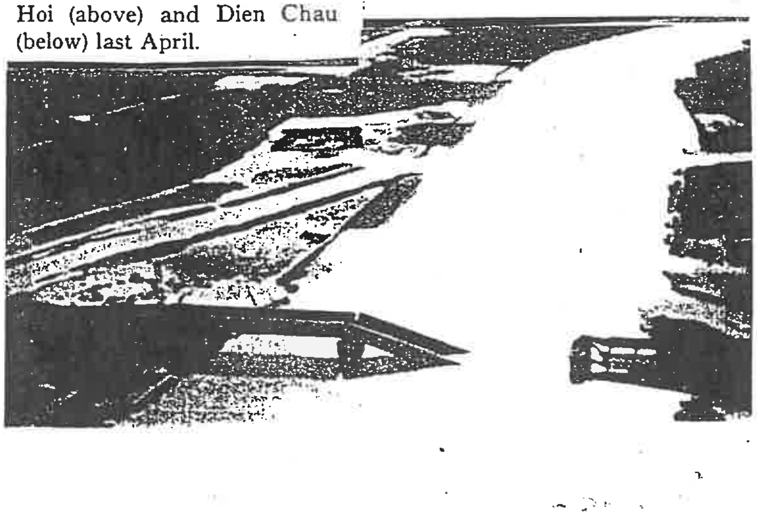
Decorations. Air Force Outstanding Unit Awards: 1 Dec 1959–30 Nov 1960; 1 Sep 1962–31 Aug 1963; 1 Aug 1964–5 Jun 1965; 6 Jun 1965–31 Dec 1966. Republic of Korea Presidential Unit Citations: 1 Dec 1950–31 Jan 1951; 1 Feb 1951–31 Mar 1953. Republic of Vietnam Gallantry Cross with Palm: 1 Apr 1966–28 Jan 1973.



The price of war: Shattered bridges and highways, ruined barracks and staging areas repay North Viet Nam for her guerrilla attacks on South Viet Nam. The 67th Tactical Fighter Squadron out of Da Nang cut these railroad bridges at Trai Hoi (above) and Dien Chau (below) last April.

National Geographic,

September, 1965



Air Force Cross sparkles on the tunic of Lt. Col. Robinson Risner, first living recipient of the award. He won it for leading the 2½-hour bridge-destroying strike by the 67th Squadron. The decoration, first bestowed in 1964, is the Nation's second highest award for valor.

DEPARTMENT OF DEFENSE
UNITED STATES OF AMERICA

DEPARTMENT OF THE AIR FORCE
AIR FORCE HISTORICAL RESEARCH AGENCY
MAXWELL AIR FORCE BASE, ALABAMA

1 Feb 95
RSQ 94/U-3002-ots

HQ AFHRA/RSQ
600 Chennault Circle
Maxwell AFB AL 36112-6424

Mr. Martin H. Boisen
861 Beech Avenue
Chula Vista, CA 91911-1106

Dear Mr. Boisen

Thank you for your letter requesting information about the 18th Fighter Group, and the 18th Fighter Wing.

Regrettably, staff reductions and budget constraints prevent us from fully researching your request. However, following a review of your letter, we have identified materials from our holdings and enclosed copies of pertinent information.

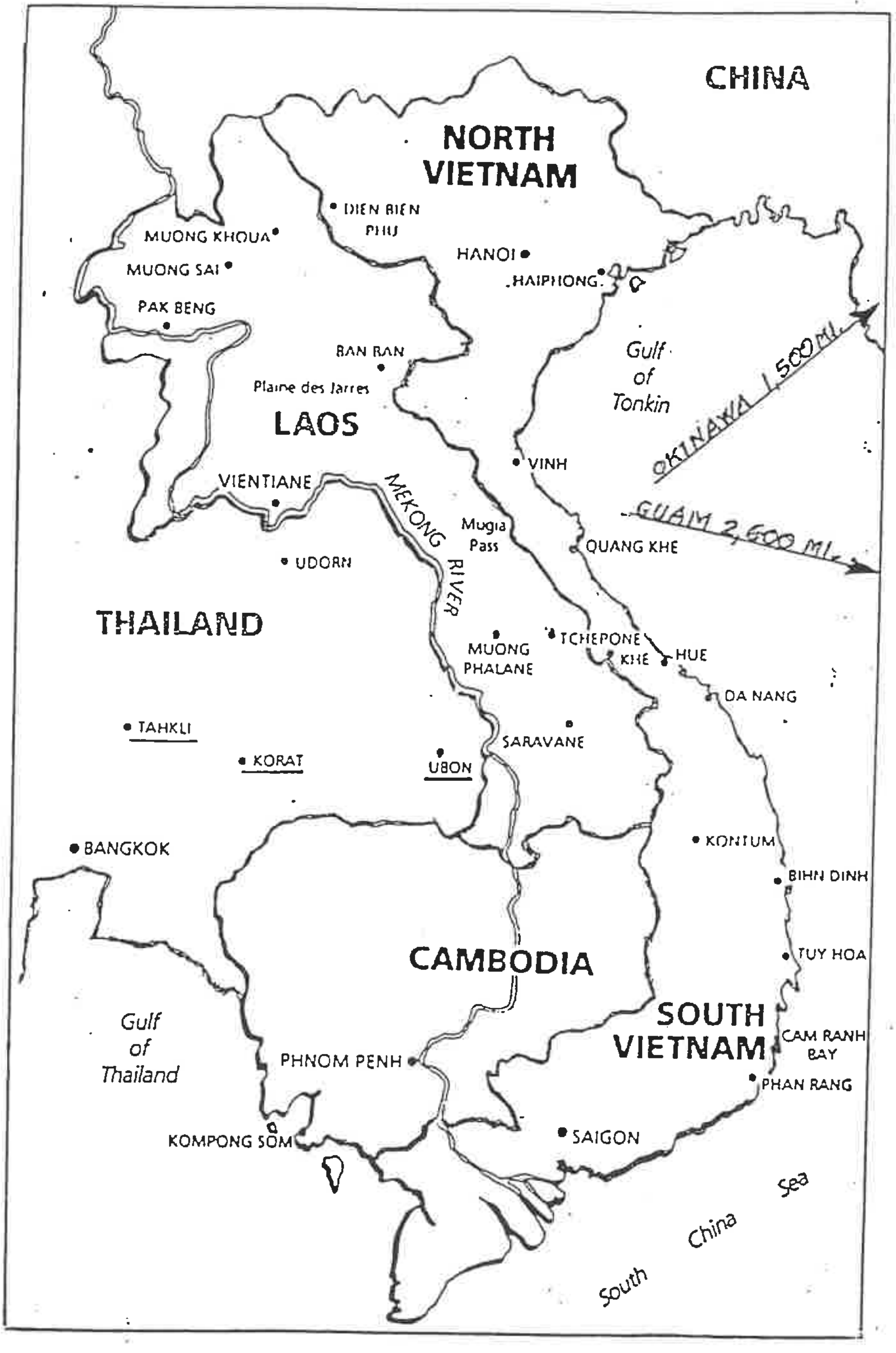
In addition, the Agency is open to the public and you are most welcome to visit us should you wish to research the original documents. We have attached an Agency brochure detailing our collection and operating procedures. Please write or call Mrs Lynn Gamma, AFHRA/ISR, 600 Chennault Circle, Maxwell AFB AL 36112-6424, phone (205) 953-2395 for specific information needed for a visit.

Sincerely

Barry L. Spink

BARRY L. SPINK, MSGT, USAF
NCOIC, Inquiries Branch

2 Attachments:
1. 18th History
2. Agency Brochure

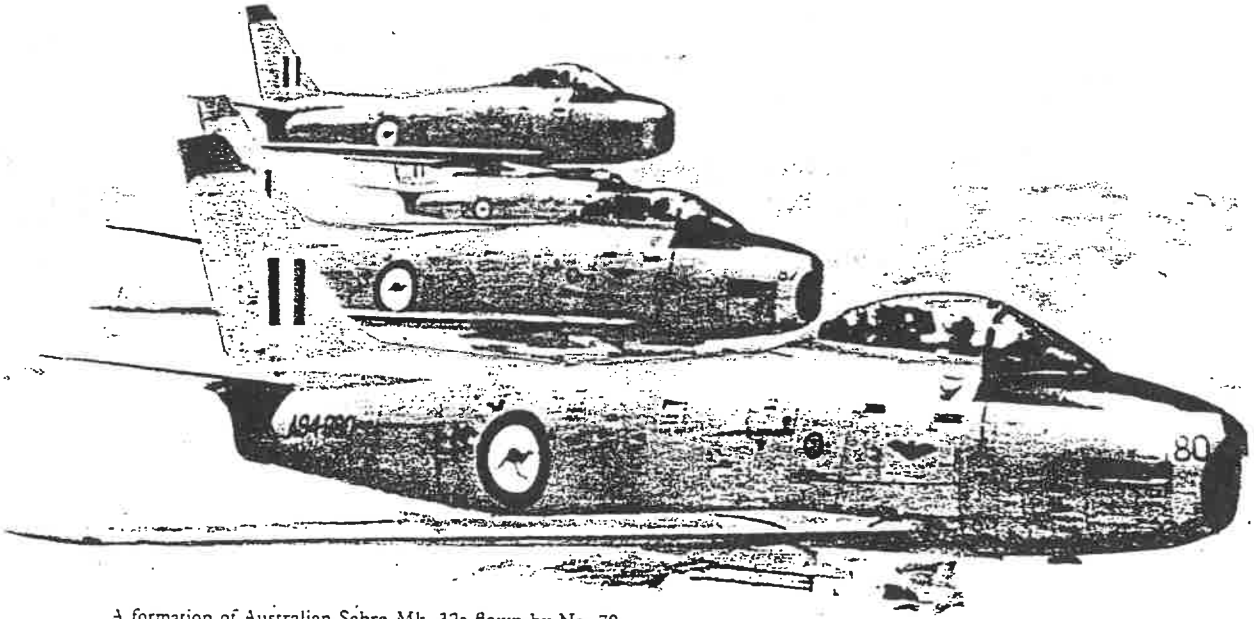

CHINA
NORTH VIETNAM
DIEN BIEN PHU
HANOI
HAIPHONG
MUONG KHOUA
MUONG SAI
PAK BENG
BAN BAN
Plaine des Jarres
LAOS
Gulf of Tonkin
OKINAWA 1,500 MI.
VINH
VIENTIANE
MEKONG RIVER
Mugia Pass
GUAM 2,600 MI.
QUANG KHE
UDORN
THAILAND
TCHEPONE
KHE
HUE
MUONG PHALANE
DA NANG
TAHKLI
KORAT
UBON
SARAVANE
BANGKOK
KONTUM
BIHN DINH
CAMBODIA
TUY HOA
SOUTH VIETNAM
CAM RANH BAY
Gulf of Thailand
PHNOM PENH
PHAN RANG
KOMPONG SOM
SAIGON
South China Sea

2 August 1964 - U,S, Destroyers in Gulf of Tonkin attacked by North Vietmese torpedo boat ---

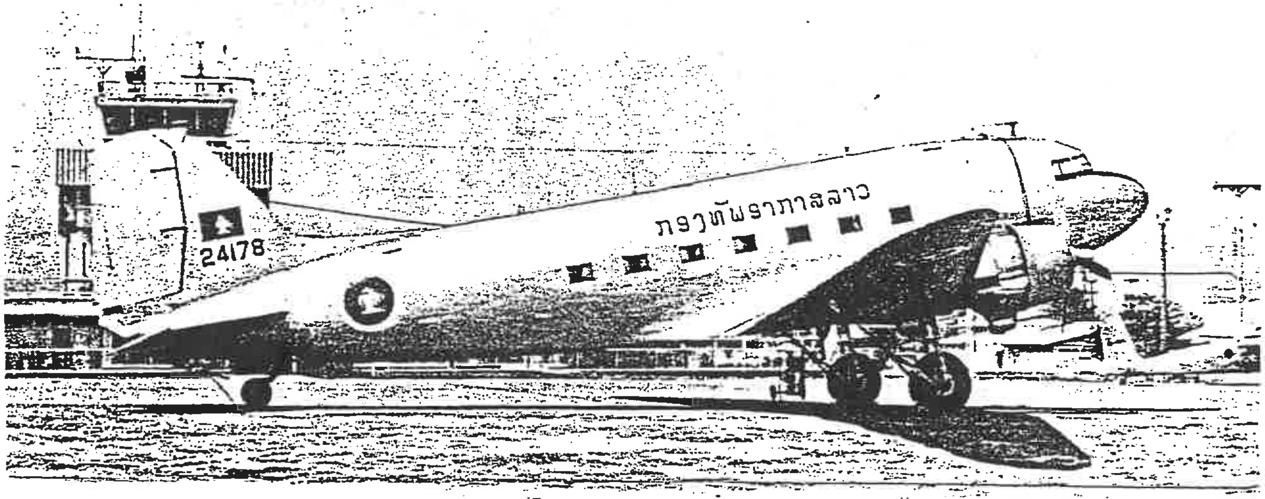
Johnson - Rusk - McNamara

29 April 1975 - U.S. Ambassador and 1,000 Americans evacuate Saigon by helicopters ---

120.



A formation of Australian Sabre Mk. 32s flown by No. 79 Squadron, RAAF. Based at Ubon, Thailand, the Sabres were photographed from a USAF Phantom in 1968. (Piccirillo)


ກອງທັບອາກາດລາວ
24178

A rare view of a Laotian Douglas C-47 Skytrain visiting Ubon in March 1969. (Piccirillo)

DAN BARRY
7077 Jupiter Trail NW
Silverdale, WA 98383-9711
(360) 698-0602

21 January, 1995

Martin H. Boisen
861 Beech Avenue
Chula Vista, CA 91911-1106

Martin,

Thanks for the material you sent me a couple of weeks ago, a great job! For openers, I have really been bogged down in painting my L-3 which I took apart last year for re-covering. I certainly could have used some of that WWII expertise with stitching, taping, etc. In fact last week while painting I wondered how that was accomplished in field condition with that old equipment.

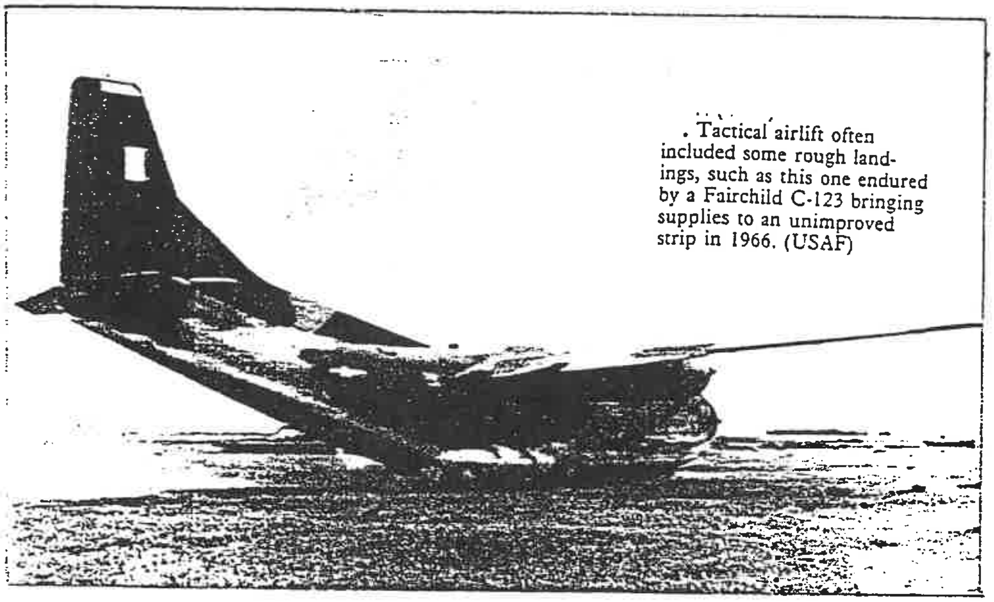
As I mentioned in our phone conversation, I spent only a short time in the 12th squadron and that was really in a detachment operating out of Korat Royal Thailand Air Base in 1970. At the time I was a pilot flying F-105G Wild Weasel airplanes, which were used to combat the surface to air missile threat in North Vietnam. The 12th was operating out of Okinawa, flying F-4C's I believe. It was at a time we were trying to disengage from VN and we had just left Takhli RTAFB since it was being closed. I don't think I was attached to the 12th for more than a month when we picked up our own squadron designation. I should also add that the reason I have become connected with Paul Bechtel and the WWII crowd is because my uncle John Barry, now deceased, was a P-38 crew chief in the 12th for much of the Pacific Operation. In fact he crewed Bill Harris' aircraft for much of that time; Bill is referenced on your page 50 as a 18th Group Commander and as #2 on the page 54 aces chart.

I was going to suggest you contact the current 12th Squadron, but I see you are ahead of me and have already done that. The only other thought I had was Air University, which I also see you have made contact with.

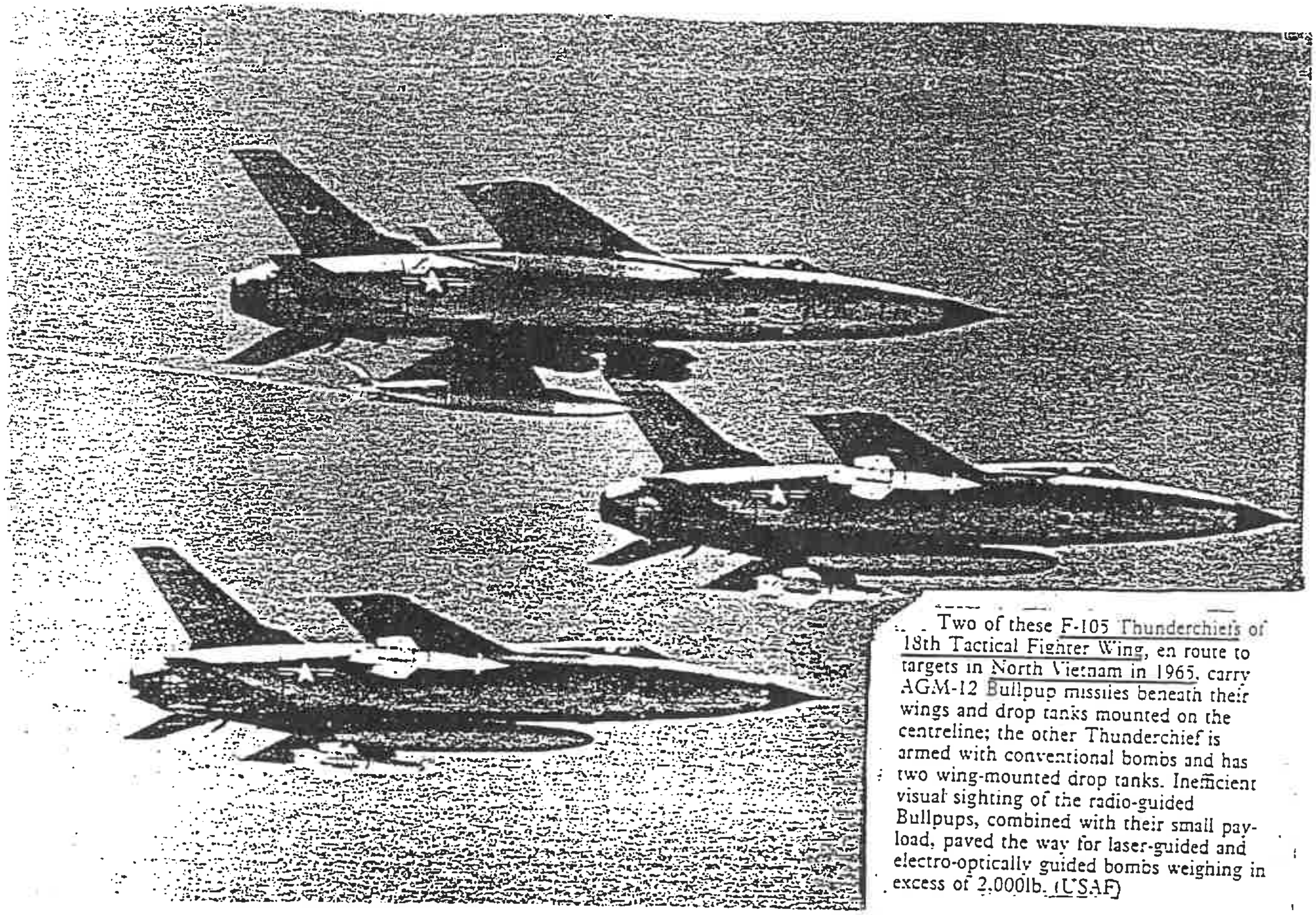
Reference the letter from Hawaii on your page 13, I had a tour at Hickam AFB in the late 70's and have a recollection of Kipapa Airfield. It was my understanding it was down in the gulch below Schofield and during WWII it served the large underground aircraft assembly facility buried under the pineapple fields. I was in the facility several times in the 70's when it was used as an alternate command post and later intelligence collection site.

Going to page 22, I was in the 44th Squadron for most of 1970. It had been at Korat until sometime in 1969, when they moved the Wing to Takhli. It remained there until base closure in November or December of 1970. I don't recall where the unit designation moved.

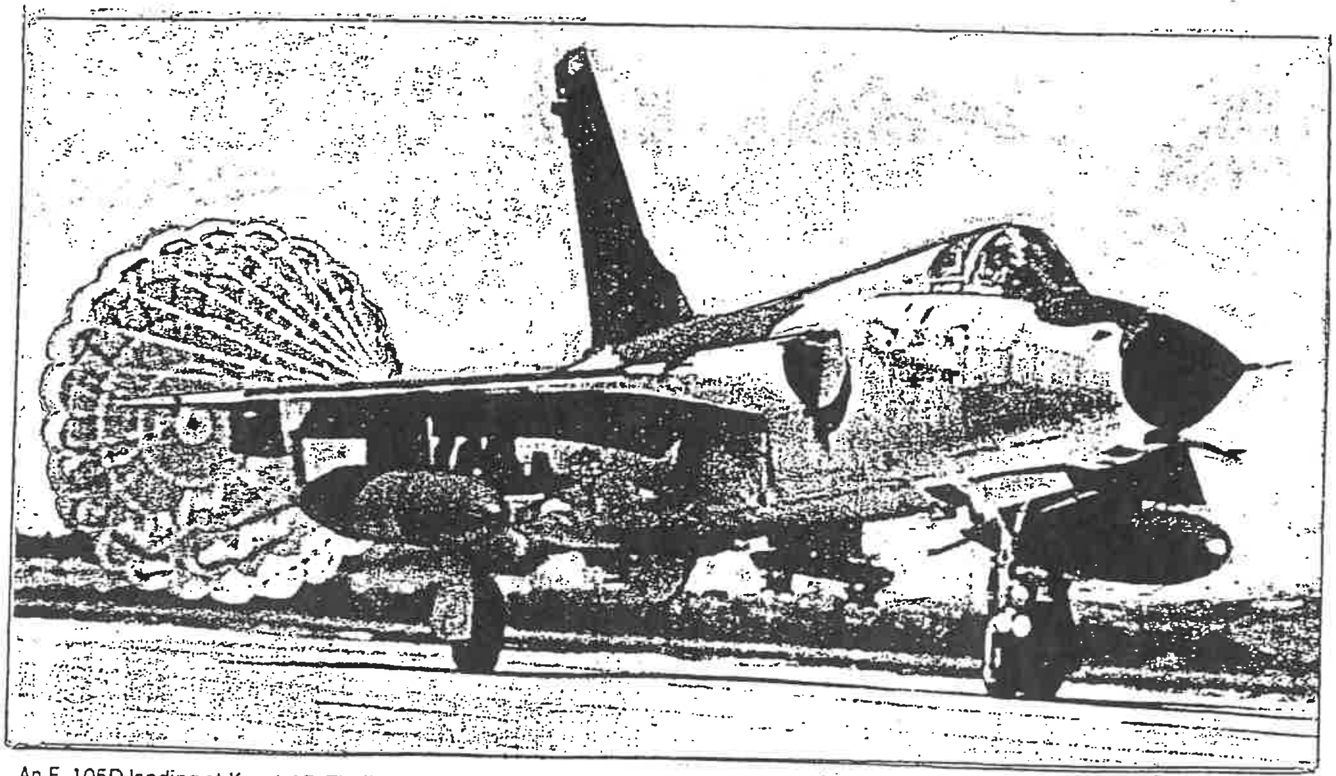
Well Martin, I'm afraid I haven't been of much help but if I've mentioned anything that piques your interest let me know and I will try to fill in the gaps. If you get up this way I'd enjoy talking to you, I can always talk flying. Enjoyed seeing your background since you worked on some of my favorites, I flew F-86D/L's when I got out of pilot training in 1957. Of course flew T-33's off and on for many years and even had the opportunity for a couple of F-104 flights. Flew delta wing F-102's and F-106's a lot before going to F-105's where I got in a couple of SEA tours. Flew the F-4 and got a couple of flights in the F-16 before I retired in 1986. That is it in a nut shell and I must run, again, thanks for the material.



Tactical airlift often included some rough landings, such as this one endured by a Fairchild C-123 bringing supplies to an unimproved strip in 1966. (USAF)



Two of these F-105 Thunderchiefs of 18th Tactical Fighter Wing, en route to targets in North Vietnam in 1965, carry AGM-12 Bullpup missiles beneath their wings and drop tanks mounted on the centreline; the other Thunderchief is armed with conventional bombs and has two wing-mounted drop tanks. Inefficient visual sighting of the radio-guided Bullpups, combined with their small payload, paved the way for laser-guided and electro-optically guided bombs weighing in excess of 2,000lb. (USAF)



An F-105D landing at Korat AB, Thailand, after a successful bombing mission.

124.

12th TACTICAL FIGHTER

EMBLEM. On a shield, light yellow, outlined white, edged black, an eagle, affronte, his head turned to the dexter, his body and under wings black; his back, outer wings, legs, tail feathers and tips of head feathers silver-grey, highlights and head feathers white; his feet light brown all outlines black; his left wing bent and placed over his breast and charged with an escutcheon; the field of the escutcheon white, bordered red, charged with an atomic symbol of three entwined orbits, encircling an atom all black; his right wing holding upward, and extending above the shield, a sword, blade silver-grey, hilt and pommel red. *Motto:* On a silver-grey scroll edged white, outlined black, inscribed in light yellow, IN OMNIA PARATUS, Prepared for All Things. (Approved 15 Apr 1957.)

LINEAGE. Constituted 12th Pursuit Squadron (Interceptor) on 20 Nov 1940. Activated on 15 Jan 1941. Redesignated: 12th Fighter Squadron on 15 May 1942; 12th Fighter-Bomber Squadron on 20 Jan 1950; 12th Tactical Fighter Squadron on 1 Jul 1958.

ASSIGNMENTS. 50th Pursuit (later Fighter) Group, 15 Jan 1941; 15th Fighter Group, 18 Aug 1942; 18th Fighter (later Fighter-Bomber) Group, 30 Mar 1943; Thirteenth Air Force, 2 Sep 1957; 18th Fighter-Bomber (later Tactical Fighter) Wing, 25 Mar 1958–.

STATIONS. Selfridge Field, Mich, 15 Jan 1941; Key Field, Miss, 3 Oct 1941–19 Jan 1942; Christmas Island, 10 Feb 1942; Efate, 19 Nov 1942; Guadalcanal, 7 Feb 1943 (operated from Treasury Island, 19 Feb–Aug 1944); Sansapor, New Guinea, 23 Aug 1944 (operated from Morotai, 8 Nov 1944–10 Jan 1945); Lingayen, Luzon, 13 Jan 1945; San Jose, Mindoro, 27 Feb 1945 (operated from Palawan, 26 Apr–11 May 1945); Zamboanga, Mindanao, 4 May 1945; Tacloban, Leyte, 5 Nov 1945; Palawan, 15 Feb 1946; Floridablanca, Luzon, 17 Jul 1946; Clark Field, Luzon, 16 Sep 1947; Taegu, Korea, 28 Jul 1950; Ashiya, Japan, 8 Aug 1950; Tongnae, Korea, 8 Sep 1950; Pyongyang, Korea, 20 Nov 1950; Suwon, Korea, 3 Dec 1950; Chinhae, Korea, 22 Dec 1950; Pusan, Korea, 24 Mar 1951; Osan-Ni, Korea, 11 Jan 1953; Kadena AB, Okinawa, 30 Oct 1954–.

AIRCRAFT. P–39, 1942–1943; P–38, 1943–1946; P–51, 1946–1947, 1948–1952; P–47, 1946–1948; P–80, 1946, 1949–1950; F–86, 1953–1957; F–100, 1957–1963; F–105, 1963–.

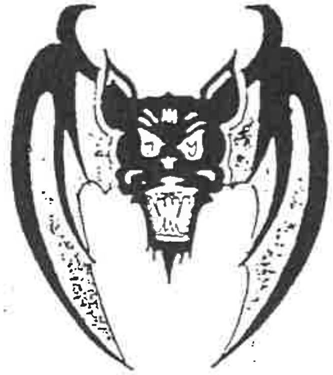
OPERATIONS. Patrols over the Pacific from Christmas Island, Feb–Oct 1942. Combat in South and Southwest Pacific, Nov 1942–14 Aug 1945. Unmanned, Mar–Sep 1947. Combat in Korea, c. 28 Jul 1950–27 Jul 1953.

SERVICE STREAMERS. None.

CAMPAIGNS. World War II: Guadalcanal; New Guinea; Northern Solomons; Bismarck Archipelago; Western Pacific; Leyte; Luzon; Southern Philippines; Air Combat, Asiatic-Pacific Theater. Korean War: UN Defensive; UN Offensive; CCF Intervention; First UN Counteroffensive; CCF Spring Offensive; UN Summer-Fall Offensive; Second Korean Winter; Korea Summer-Fall, 1952; Third Korean Winter; Korea Summer-Fall, 1953.

DECORATIONS. Distinguished Unit Citations: Philippine Islands, 10–11 Nov 1944; Korea, 3 Nov 1950–24 Jan 1951; Korea, 22 Apr–8 Jul 1951. Philippine Presidential Unit Citation. Republic of Korea Presidential Unit Citations: [28] Jul 1950–31 Jan 1951; 1 Feb 1951–31 Mar 1953. Air Force Outstanding Unit Awards: 1 Dec 1959–30 Nov 1960; 1 Sep 1962–31 Aug 1963.

44th TACTICAL FIGHTER



EMBLEM. A bat's head affronte, with leering expression, black, with yellow and red detail, between two wings, expanded and inverted, red, with ribs black. (Approved 18 Feb 1942.)

LINEAGE. Constituted 44th Pursuit Squadron (Interceptor) on 22 Nov 1940. Activated on 1 Jan 1941. Redesignated: 44th Fighter Squadron on 15 May 1942; 44th Fighter-Bomber Squadron on 20 Jan 1950; 44th Tactical Fighter Squadron on 1 Jul 1958.

ASSIGNMENTS. 18th Pursuit (later Fighter) Group, 1 Jan 1941; 318th Fighter Group, 15 Oct 1942; 18th Fighter (later Fighter-Bomber) Group, 30 Mar 1943 (attached to 6200th Air Base Wing, 1 Dec 1950; 6200th Air Base Group, 8 Jan 1954–15 Jul 1955); 18th Fighter-Bomber (later Tactical Fighter) Wing, 1 Oct 1957–.

STATIONS. Wheeler Field, TH, 1 Jan 1941; Bellows Field, TH, 7 Nov 1941; Wheeler Field, TH, 12 Dec 1941; Kaneoke, TH, 27 Dec 1941; Wheeler Field, TH, 25 Jan 1942; Bellows Field, TH, 23 Jun–23 Oct 1942; Efate, 22 Nov 1942 (operated from Guadalcanal, 20 Dec 1942–20 Mar 1944); Espiritu Santo, 25 Nov 1943 (operated from Treasury Island, 20 Mar–25 Apr 1944; and from Guadalcanal beginning 11 May 1944); Guadalcanal, 17 Jul 1944; Cape Opmarai, New Guinea, 23 Aug 1944 (operated from Morotai, 7 Nov 1944–16 Jan 1945); Lingayen, Luzon, 13 Jan 1945; San Jose, Mindoro, c. 1 Mar 1945 (operated from Palawan, 26 Apr–13 May 1945); Zamboanga, Mindanao, 4 May–Nov 1945; Palawan, 10 Nov 1945; Floridablanca, Luzon, 17 Jul 1946; Clark Field, Luzon, 16 Sep 1947; Kadena, Okinawa, 15 Jul 1955–.

AIRCRAFT. P-40, 1941–1944; P-38, 1944–1946; P-51, 1946–1947, 1948–1950; P-47, 1946–1948; P-80, 1946; 1949–1953; F-86, 1954–1957; F-100, 1957–1963, F-105, 1963–.

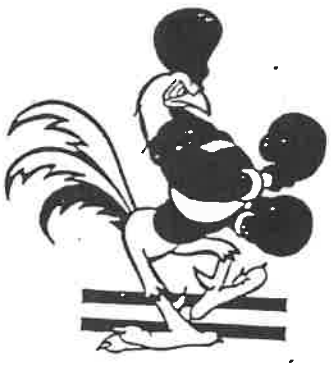
OPERATIONS. Patrols over the Pacific from Hawaii, 7 Dec 1941–Oct 1942. Combat in South and Southwest Pacific, 21 Dec 1942–7 Aug 1945. Unmanned, Mar–Sep 1947.

SERVICE STREAMERS. None.

CAMPAIGNS. Central Pacific; China Defensive; Guadalcanal; New Guinea; Northern Solomons; Bismarck Archipelago; Western Pacific; Leyte; Luzon; Southern Philippines.

DECORATIONS. Distinguished Unit Citation: Philippine Islands, 10–11 Nov 1944. Philippine Presidential Unit Citation. Air Force Outstanding Unit Awards: 1 Dec 1959–30 Nov 1960; 1 Sep 1962–31 Aug 1963.

67th TACTICAL FIGHTER



©*Walt Disney Productions*

EMBLEM. A caricatured, white, fighting gamecock with red comb and wattles, yellow beak and feet, and tail having three feathers, orange, yellow, and blue respectively, wearing a blue green, light blue green, and black, striped turtleneck sweater and brown boxing gloves, facing toward sinister, while standing in front of a horizontal bar triparted red, white, and blue. (Approved 8 Mar 1945.)

LINEAGE. Constituted 67th Pursuit Squadron (Interceptor) on 20 Nov 1940. Activated on 15 Jan 1941. Redesignated: 67th Fighter Squadron on 15 May 1942; 67th Fighter-Bomber Squadron on 20 Jan 1950; 67th Tactical Fighter Squadron on 1 Jul 1958.

ASSIGNMENTS. 58th Pursuit (later Fighter) Group, 15 Jan 1941; 347th Fighter Group, 3 Oct 1942; 18th Fighter (later Fighter-Bomber) Group, 1 Nov 1945; 18th Fighter-Bomber (later Tactical Fighter) Wing, 1 Oct 1957–.

STATIONS. Selfridge Field, Mich, 15 Jan 1941; Baton Rouge, La, 6 Oct 1941–17 Jan 1942; New Caledonia, 15 Mar 1942 (operated from Guadalcanal, 22 Aug–22 Dec 1942; 29 Jan–Jun 1943); Woodlark, 23 Jul 1943 (operated from New Georgia, 28 Oct–16 Dec 1943); Russell Islands, 23 Jan 1944 (operated from Bougainville, 2 Mar–3 Apr 1944); Middelburg Island, c. 15 Aug 1944; San Jose, Mindoro, 22 Feb 1945 (operated from Morotai, 12 Feb–21 Mar 1945); Puerto Princesa, Palawan, 6 Mar 1945; Laoag, Luzon, c. 10 Nov 1945; Puerto Princesa, Palawan, 8 Feb 1946; Floridablanca, Luzon, 17 Jul 1946; Clark Field, Luzon, 16 Sep 1947; Taegu, Korea, 28 Jul 1950; Ashiya, Japan, 2 Aug 1950; Tongnae, Korea, 8 Sep 1950; Pyongyang, Korea, 27 Nov 1950; Suwon, Korea, 1 Dec 1950; Chinhae, Korea, 9 Dec 1950; Hoengsong, Korea, 2 Jun 1952; Osan-Ni, Korea, 10 Jan 1953; Kadena AB, Okinawa, 30 Oct 1954–.

AIRCRAFT. P-36, 1941; P-400, 1942; P-39, 1942–1944; P-38, 1944–1945; P-51, 1946; P-80, 1946–1950; P-47, 1947–1949; F-51, 1950–1953; F-86, 1953–1957; F-100, 1957–1962; F-105, 1963–.

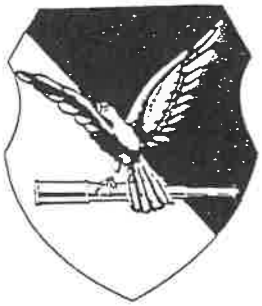
OPERATIONS. Replacement training, 1941. Air defense of New Caledonia, Mar–Oct 1942. Combat in South and Southwest Pacific, 24 Aug 1942–8 Aug 1945. Combat in Korea, 2 Aug 1950–27 Jul 1953.

SERVICE STREAMERS. None.

CAMPAIGNS. World War II: China Defensive; Guadalcanal; New Guinea; Northern Solomons; Bismarck Archipelago; Western Pacific; Leyte; Luzon; Southern Philippines; China Offensive; Air Combat, Asiatic-Pacific Theater. Korean War: UN Defensive; UN Offensive; CCF Intervention; First UN Counteroffensive; CCF Spring Offensive; UN Summer-Fall Offensive; Second Korean Winter; Korea Summer-Fall, 1952; Third Korean Winter; Korea Summer-Fall, 1953.

DECORATIONS. Distinguished Unit Citations: Netherlands East Indies, 7, 20, and 22 Nov 1944; Korea, 3 Nov 1950–24 Jan 1951; Korea, 22 Apr–8 Jul 1951. Air Force Outstanding Unit Awards: 1 Dec 1959–30 Nov 1960; 1 Sep 1962–31 Aug 1963. Presidential Unit Citation: [1942]. Philippine Presidential Unit Citation. Republic of Korea Presidential Unit Citations: [2 Aug] 1950–31 Jan 1951; 1 Feb 1951–31 Mar 1953.

15th TACTICAL RECONNAISSANCE



EMBLEM. A carrier pigeon in natural colors with wings extended perched on a telescope—white outlined in black upon a shield of blue and yellow parted diagonally from "northwest" to "southeast," the blue above, the yellow below. (Approved 2 Apr 1924.)

LINEAGE. Organized as 2d Aviation School Squadron on 9 May 1917. Redesignated 15th Aero Squadron on 22 Aug 1917. Demobilized on 18 Sep 1919. Reconstituted and consolidated (1924) with 15th Squadron which was authorized on 30 Aug 1921. Organized on 21 Sep 1921. Redesignated 15th Observation Squadron on 25 Jan 1923. Inactivated on 1 Aug 1927. Activated on 15 May 1928. Redesignated: 15th Observation Squadron (Medium) on 13 Jan 1942; 15th Observation Squadron on 4 Jul 1942; 15th Reconnaissance Squadron (Fighter) on 2 Apr 1943; 15th Tactical Reconnaissance Squadron on 11 Aug 1943. Inactivated on 31 Mar 1946. Activated on 3 Dec 1947. Inactivated on 1 Apr 1949. Redesignated 15th Tactical Reconnaissance Squadron (Photographic) on 5 Feb 1951. Activated on 25 Feb 1951.

ASSIGNMENTS. Unkn, 1917–1919. Sixth Corps Area, 21 Sep 1921; Air Corps Training Center, Jun–1 Aug 1927. Sixth Corps Area, 15 May 1928 (detachment at Field Artillery School after 1 Dec 1940); Field Artillery School, Jan 1941; III Air Support Command, 1 Sep 1941 (attached to Field Artillery School until 1 Apr 1942; attached to 68th Observation Group, 12 Dec 1941–2 Feb 1942); 73d Observation (later 73d Reconnaissance; 73d Tactical Reconnaissance; 10th Photographic) Group, 12 Mar 1942; IX Fighter Command, 30 Dec 1943; 67th Tactical Reconnaissance Group, 4 Jan 1944; 10th Photographic (later Reconnaissance) Group, 13 Jun 1944 (attached to 67th Tactical Reconnaissance Group until 27 Jun 1944; flight attached to 67th Tactical Reconnaissance Group, 3–12 Aug 1944); United States Strategic Air Forces in Europe, 24 Jun 1945; Third Air Force, 3 Aug 1945; First Air Force, 3 Feb 1946; Tactical Air Command, 21–31 Mar 1946. 10th Reconnaissance (later Tactical Reconnaissance) Group, 3 Dec 1947–1 Apr 1949. 67th Tactical Reconnaissance Group, 25 Feb 1951; 67th Tactical Reconnaissance Wing, 1 Oct 1957 (attached to 18th Tactical Fighter Wing, 15 Mar 1960); 313th Air Division (attached to 18th Tactical Fighter Wing), 25 Apr 1960–.

Stations. Mineola, NY, 9 May 1917–18 Sep 1919. Chanute Field, Ill, 21 Sept 1921; Kelly Field, Tex, Jun–1 Aug 1927. Selfridge Field, Mich, 15 May 1928; Scott Field, Ill, c. 28 Jun 1930 (detachment at Post Field, Okla, after 1 Dec 1940); Post Field, Okla, 9 Jan 1941; Ellington Field, Tex, 16 Dec 1941 (flight at Post Field, Okla, unkn–Apr 1942); Godman Field, Ky, 23 Apr 1942; Camp Campbell AAFld, Ky, 26 Jun 1942; Key Field, Miss, 6 Nov–4 Dec 1943; Aldermaston, England, 22 Dec 1943; Chilbolton, England, 1 Mar 1944; Middle Wallop, England, 16 Mar 1944; Chalgrove, England, 27 Jun 1944; Rennes, France, 10 Aug 1944; Chateaudun, France, 26 Aug 1944; St Dizier, France, 9 Sep 1944; Giraumont, France, 1 Dec 1944; Trier, Germany, 15 Mar 1945; Ober Olm, Germany, 3 Apr 1945; Erfurt, Germany, 17 Apr 1945; Furth, Germany, 24 Apr–Jun 1945; Drew Field, Fla, 3 Aug 1945; MacDill Field, Fla, 21 Dec 1945; Shaw Field, SC, 3 Feb–31 Mar 1946. Pope Field, NC, 3 Dec 1947–1 Apr 1949. Komaki, Japan, (operated from Taegu, Korea) 25 Feb 1951; Taegu, Korea, 16 Mar 1951; Kimpo, Korea, 23 Aug 1951; Komaki, Japan, 2 Mar 1954; Yokota, Japan, 25 Aug 1955; Kadena AB, Okinawa, 18 Aug 1956–.

Aircraft. Apparently included JN–4, JN–6, and DH–4, during period 1917–1919. In addition to DH–4 and O–2, included JN–4, JN–6, JNS–1, and apparently M–1 during period 1921–1927. O–2, 1928–1930; O–19, 1930–c. 1938; O–46, 1936–c. 1939; in addition to O–47, 1939–1942, included O–43, O–49, and O–52 during period 1939–1942; included A–20, P–39, P–40, and P–51 during period 1942–1943; included Spitfire, L–4, and L–5 during period 1943–1944; P–51/F–6, 1944–1945. F–6, 1947–1949. RF–80, 1951–1956; RF–86, 1951–1956; RF–84, 1956–1958; RF–101, 1958–.

Operations. Evidently flying training unit, 1917–1919. Flood-relief missions in southern Illinois, Jan–Feb 1937. Antisubmarine patrols, Dec 1941–c. Mar 1942; combat in ETO, 26 Mar 1944–11 May 1945. Not operationally manned and equipped, c. Sep 1945–Mar 1946. Combat in Korea, 26 Feb 1951–27 Jul 1953.

Service Streamers. None.

Campaigns. World War II: Antisubmarine, American Theater; Air Offensive, Europe; Normandy; Northern France; Rhineland; Ardennes–Alsace; Central Europe; Air Combat, EAME Theater. Korean War: First UN Counteroffensive, CCF Spring Offensive; UN Summer–Fall Offensive; Second Korean Winter; Korea Summer-Fall, 1952; Third Korean Winter; Korea Summer-Fall, 1953.

Decorations. Distinguished Unit Citations: Korea, 25 Feb–21 Apr 1951; Korea, 9 Jul–27 Nov 1951; Korea, 1 May–27 Jul 1953. Air Force Outstanding Unit Awards: 1 Dec 1952–30 Apr 1953; 10 May–27 Aug 1962; 1 Sep 1962–31 Aug 1963. Cited in the Order of the Day, Belgian Army: 6 Jun–[25 Jun] 1944. Republic of Korea Presidential Unit Citation: [25] Feb 1951–31 Mar 1953.

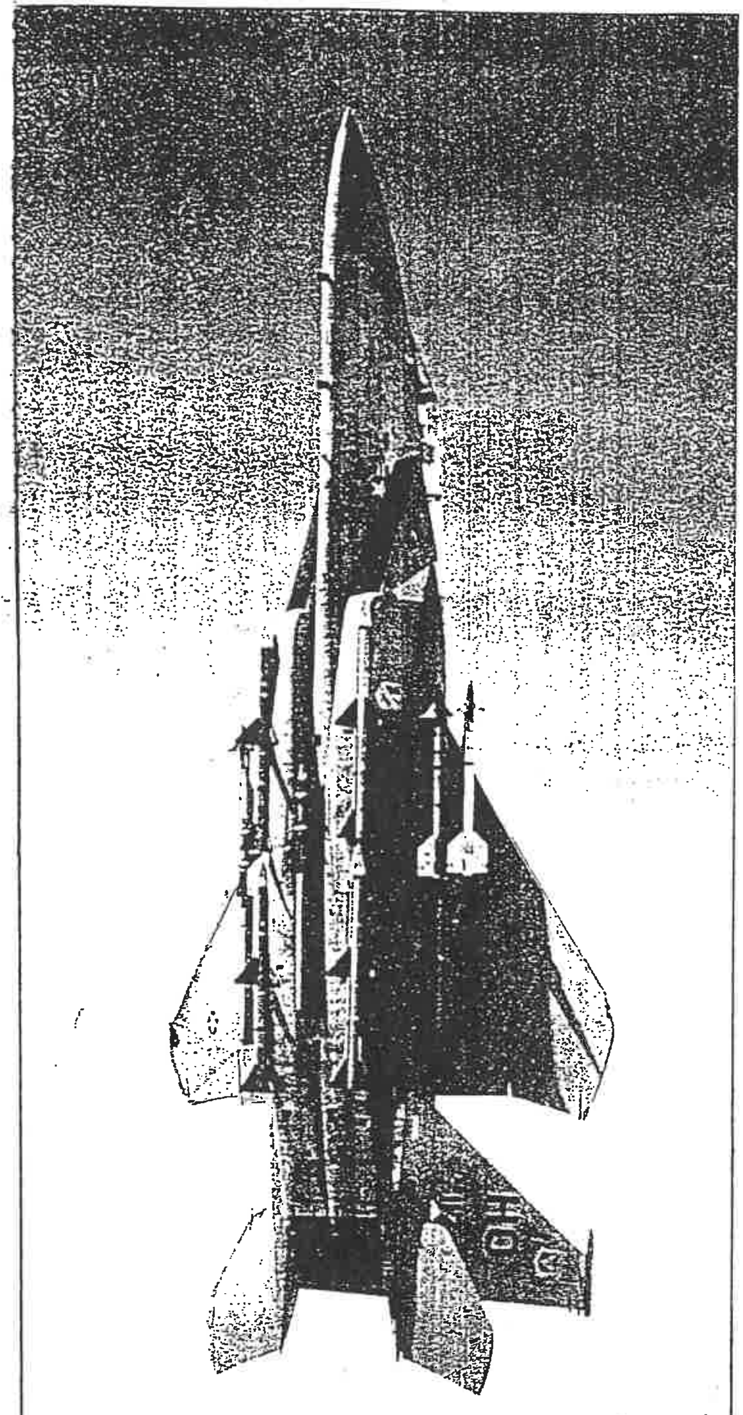
USAF F-15 operating units

Formation	Base	Squadrons	Remarks
1st TFW, TAC	Langley AFB, Virginia	27th TFS 71st TFS 94th TFS	F-15A/B from Jan 76 Re-equipped with F-15C/D from Dec 81
18th TFW, PACAF	Kadena AB, Okinawa	12th TFS 44th TFS 67th TFS	Equipped with F-15C/D 1979–80
1st TFW	Elmendorf AFB, Alaska	43rd TFS	First F-15As received Mar 82
33rd TFW, TAC	Eglin AFB, Florida	58th TFS 59th TFS 60th TFS	To receive F-15C/D during 1984
36th TFW, USAFE	Bitburg AB, W Germany	22nd TFS 53rd TFS 525th TFS	F-15A/B from Dec 76; re-quipped with F-15C/D from Aug 80
49th TFW, TAC	Holloman AFB, New Mexico	7th TFS 8th TFS 9th TFS	Received first F-15A/Bs Oct 77; completely equipped by Apr 78
405th TFW, TAC	Luke AFB, Arizona	426th TFTS 461st TFTS 550th TFTS 555th TFTS	555th was first USAF F-15 squadron, Nov 74
FWW	Nellis AFB, Nevada	422nd TES F-15 FWS	Former 57th FWW/433rd FWS; equipped 76/77
USAFE 17th AF	Soesterberg AB, Netherlands	32nd TFS	F-15A/B late 78; F-15C/D summer 80
ADTAC	Langley AFB, Virginia	48th FIS	Equipped from Aug 81; Det 1 at Tyndall AFB, Florida
ADTAC	McChord AFB, Washington	318th FIS	First F-15 received Jun 83

Tactical Air Command's fourth F-15 wing was the 33rd TFW which again followed the Ready Team procedure. Stationed at Eglin AFB, Florida, the 33rd was equipped during the first six months of 1979 with sufficient aircraft for just two squadrons, the 58th and 59th TFSs. Shortly afterwards, however, a third squadron, the 60th TFS, was organized to provide training support for the 18th TFW. This was active at Eglin between July 1979 and April 1980 when, with transition of the PACAF (Pacific Air Forces) unit successfully concluded, it deactivated, only to reappear during 1981 with F-15As and F-15Bs made available by the re-equipment of other units.

Flown for the first time in late February 1979, the F-15C was quickly introduced to operational service, with most of the initial production batch joining the 18th TFW at Kadena AB, Okinawa. PACAF's first, and so far only, F-15 wing entered the transition phase during 1979 and, as already noted, the 60th TFS at Eglin was closely involved in Ready Eagle 3. Highlighted by the successful transpacific deployment of 16 F-15Cs and F-15Ds of the 67th TFS in late September 1979, re-equipment of the 18th TFW was completed in April 1980, other squadrons attached to this wing being the 12th and 44th TFSs.

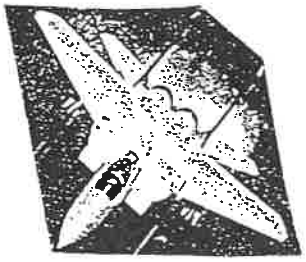
18th TFW gets F-15C/D!



: **An F-15A of the 49th TFW, from Holloman AFB, New Mexico, demonstrates its ability to climb vertically.**

OBSOLETE ?

The conversion of the 18th TFW can essentially be considered as marking the conclusion of the initial phase of Eagle deployment, all subsequent new-production F-15C and D models being used to modernize some of those units which had earlier received F-15A/Bs.

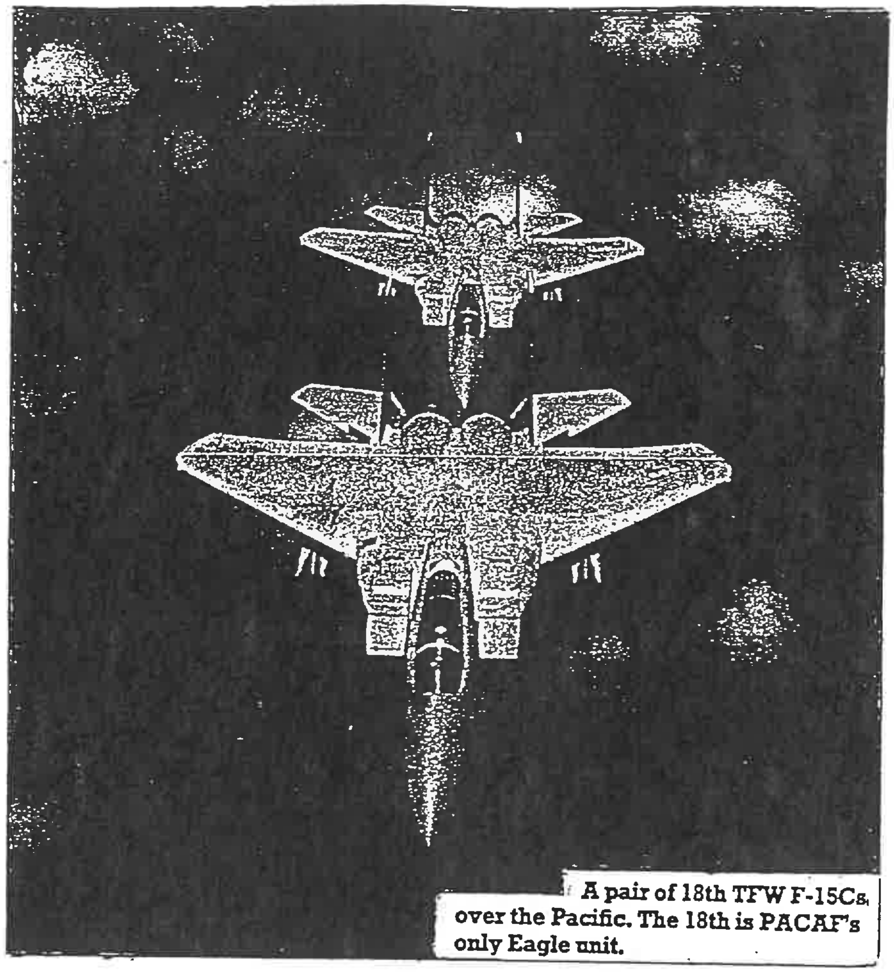


Inevitably, this resulted in the appearance of yet another generic codename – Ready Switch – and began with the 32nd TFS at Soesterberg which disposed of its F-15As and Bs during May and June 1980, replacing them with an identical number of new-build Cs and Ds between May and August of the same year. Attention then shifted to Bitburg's three squadrons which were progressively re-equipped between August 1980 and December 1981, TAC's 1st TFW at Langley was the most recent wing to convert, in a transition programme which began in December 1981 and which was scheduled for completion in mid-1983.

In addition, some F-15Cs and F-15Ds have also been delivered to the 405th Tactical Training Wing, a unit which appeared in August 1979 when it was decided to reorganize training elements at Luke into two separate wings. Consequently, the three F-15 squadrons previously assigned to the 58th TTW split away to form the 405th TTW, leaving the former wing to concentrate mainly on F-4 Phantom crew training. Looking to the future, Eglin's 33rd TFW is due to receive the newer models of the Eagle during 1984.

The substantial numbers of older F-15As and F-15Bs being released by this re-equipment programme have in turn permitted conversion or activation of several other units, one such being the 60th TFS which was organized at Eglin during 1981 and which brought the 33rd TFW up to full strength with three squadrons. Additional training capacity was also made available following the transfer of the 426th TFTS from the 58th TTW to the 405th TTW at Luke and its re-equipment with the F-15.

"TEAM SPIRIT" 1980 - 1981 - 1982



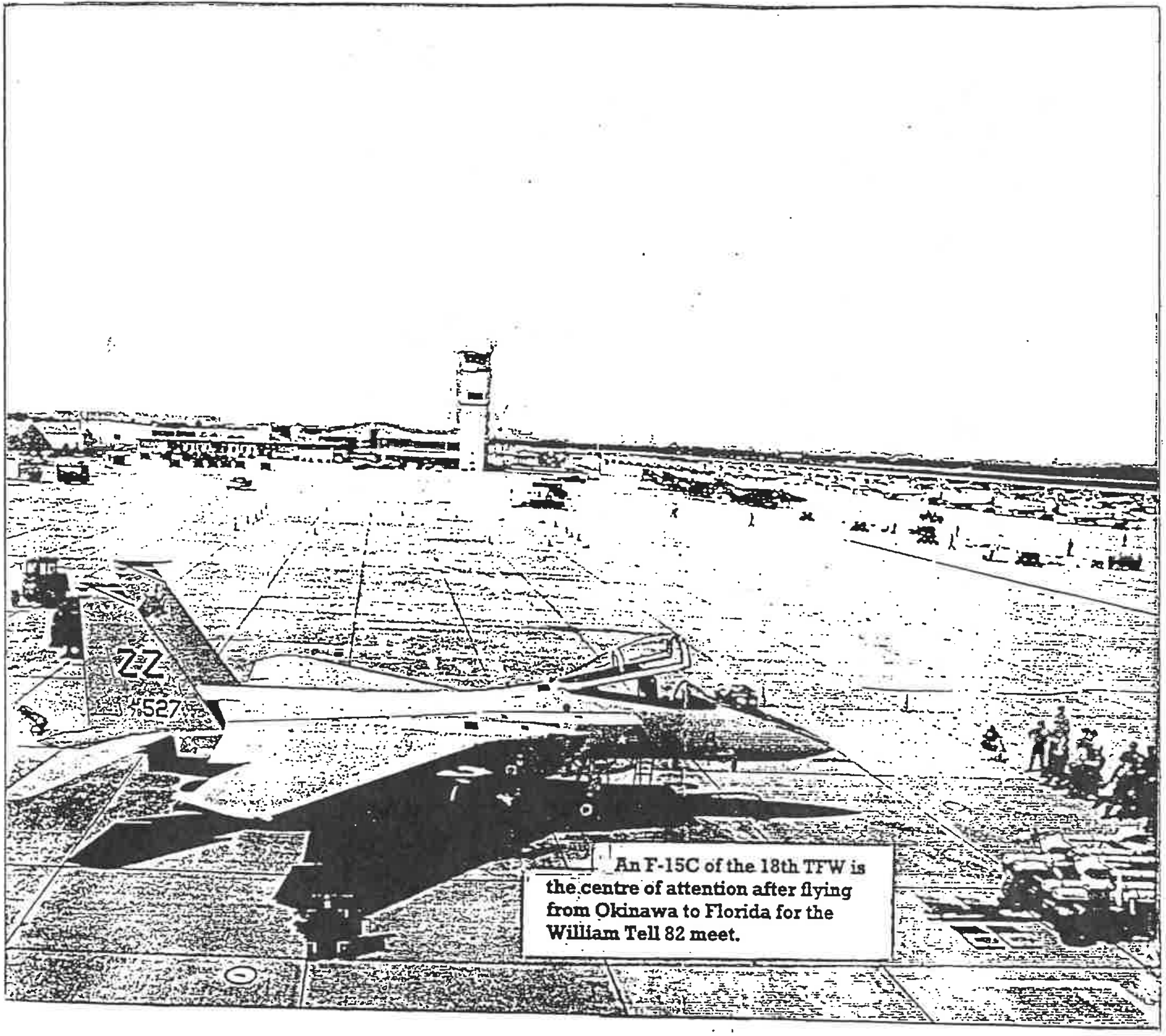
A pair of 18th TFW F-15Cs over the Pacific. The 18th is PACAF's only Eagle unit.

Multiple deployments

Further deployments in 1980 saw 12 aircraft from Kadena's 18th TFW visit Kwang-Ju AB in Korea during March for Team Spirit '80, a simulated combat exercise against RoKAF and other USAF elements. Team Spirit now appears to be an annual endeavour for the 18th TFW, as many as 24 aircraft taking part in 1981 and 1982. Also in 1980, the 33rd TFW took some of its Eagles overseas for the first time when 18 flew to Bremgarten in West Germany. Codenamed Coronet Barrel and running from October 3 to November 5, this exercise, like others of the Coronet series, was intended to provide aircrew with experience of the area in which they may at some future date be required to fly and fight.

Perhaps more significant, however, was the opportunity to update those units dedicated solely to the air defence of the continental United States. This process got under way on August 10, 1981, when the 48th Fighter Interceptor Squadron (FIS) at Langley AFB received its first F-15A for maintenance familiarization training. Previously equipped with the F-106 Delta Dart – a fine interceptor but now fast approaching veteran status – the 48th FIS had taken delivery of half of its planned complement of 20 aircraft by January 1982 and duly attained operational status later in that year. The 48th subsequently joined four other F-15 units taking part in the William Tell air defence weapons meet at Tyndall AFB, Florida, in October. Despite this being the Eagle's first participation in the event, the type generally performed well, with Kadena's 18th TFW fighting off the challenge posed by F-4, F-101 and F-106 interceptor squadrons to win the overall competition.

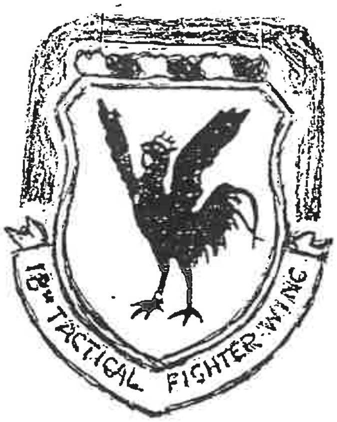
18 th TFW - "TOP GUN" of USAF - 1982



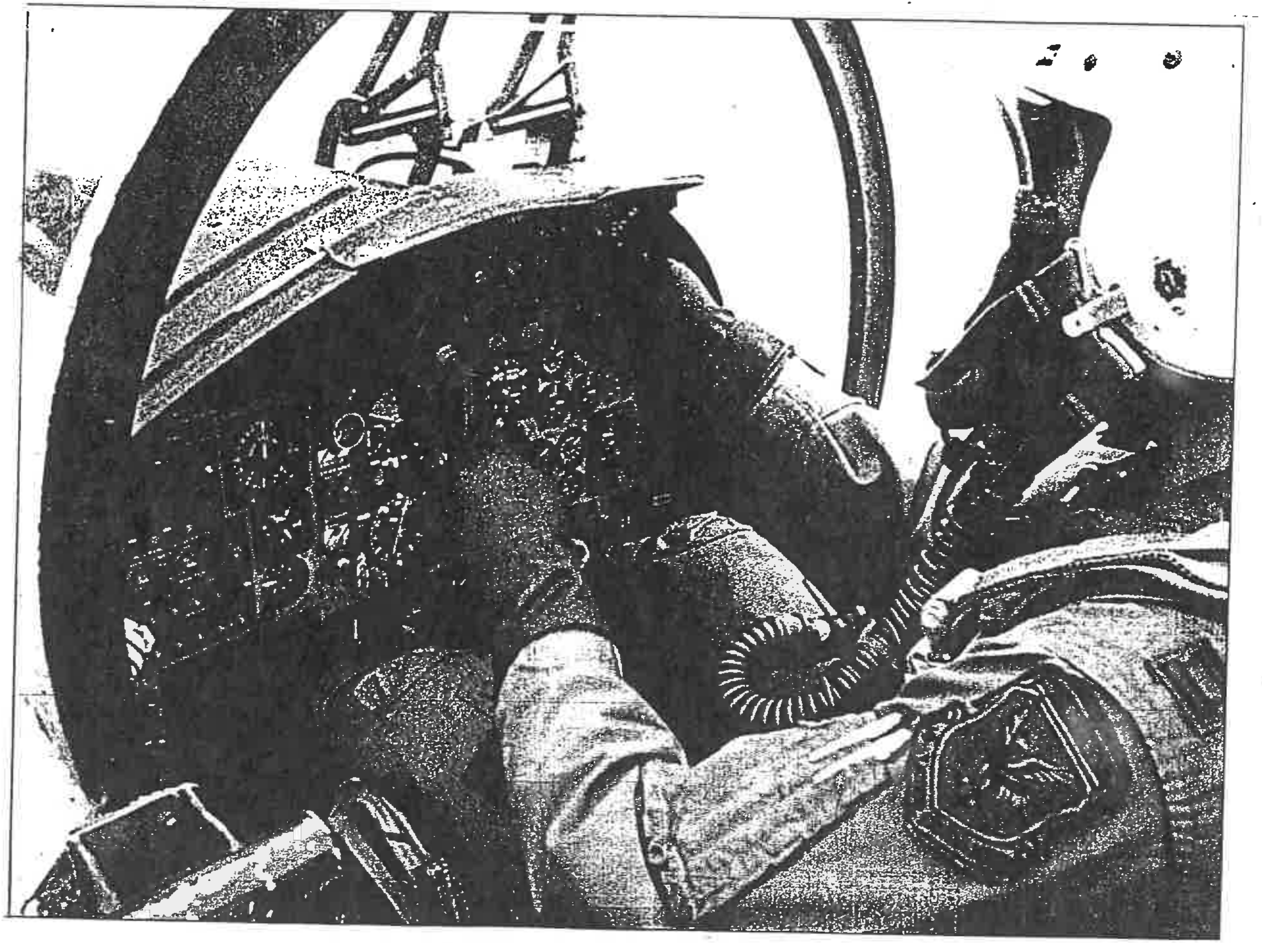
An F-15C of the 18th TFW is the centre of attention after flying from Okinawa to Florida for the William Tell 82 meet.

18th TACTICAL FIGHTER WING

However, perhaps the most remarkable demonstration of mobility during 1982 was the deployment of six F-15Cs of the 18th TFW from Kadena to Florida at the beginning of October. The record-breaking 7,000 mile (9,620km) ferry flight accomplished non-stop in 15 hours, with aerial refuelling and other support was furnished largely by just one KC-10A Extender from the Douglas side of the McDonnell Douglas Corporation. Each of the six Eagles was refuelled no less than ten times during this epic flight, the accompanying KC-10A itself receiving fuel three times from another Extender and some KC-135A Stratotankers. Arriving at Eglin in good shape, five of the six F-15Cs subsequently made the short hop to Tyndall where they participated in the William Tell 82 weapons meet, providing further proof of the type's capability by emerging as the overall winners of this air defence competition.


18th TACTICAL FIGHTER WING

(SHOULDER PATCH)



Adjusting the head-up display controls of an F-15D during pre-flight checks at Kadena Air Base, Okinawa.

A Kadena-based 15th Reconnaissance Squadron RF-4, circa 1984.

ZZ tailcodes distinguish Kadena aircraft

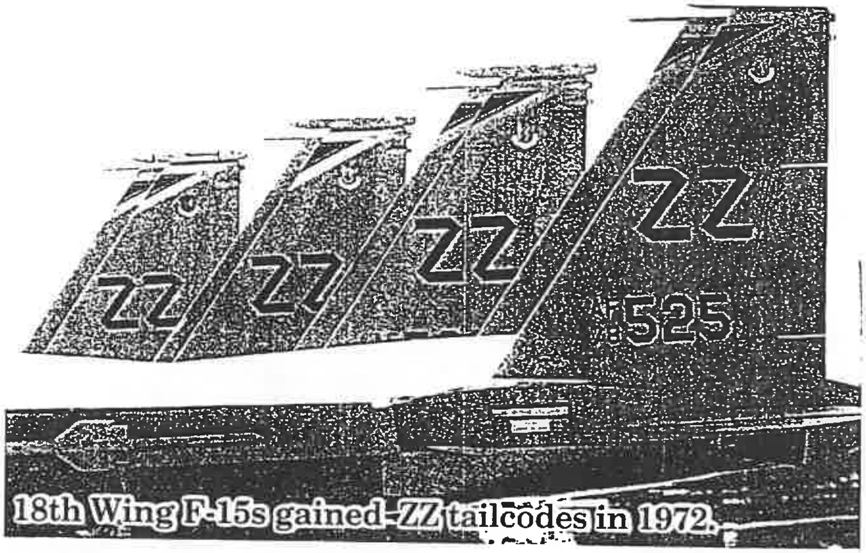
Tail-codes assigned to most Air Force aircraft today date back to 1968, when Pacific Air Forces assigned a single letter to each of its 24 wings in the Pacific.

"A" went to the 460th Tactical Reconnaissance Wing, "J" to the 388th Tactical Fighter Wing and "Z" to the 18th Tactical Fighter Wing, by random selection. The second letter in the two-digit codes identified the squadron. At the time, the 12th Tactical Fighter Squadron received the tail code "ZA." The 15th Tactical Reconnaissance Squadron on Kadena was indicated by its "ZZ" designation.

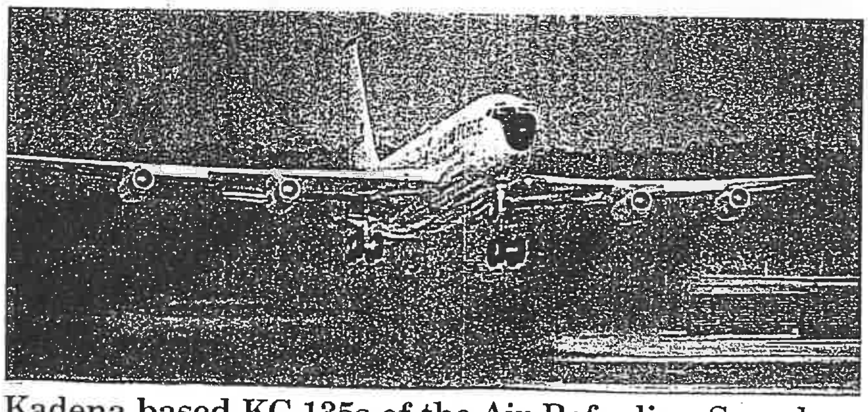
A few years later, the 44th Tactical Fighter Squadron came back from Thailand and gained "ZL." When the 67th Tactical fighter squadron returned to Kadena from Misawa they wore the "ZG" as an identifying mark.

In June 1972, the Air Force tried to bring some order to the system by assigning two-letter codes to wings, usually bearing some relationship to the base where the wings were assigned. Kadena escaped this process until 1975, when the Tactical Air Command deputy commander for operations responded to a PACAF commander-in-chief request by assigning the distinctive "ZZ" markings to 18th TFW aircraft.

Documents in the wing history office reveal that "ZZ" was chosen since "KA" was already being used by the 457th Tactical Airlift Wing at Cam Ranh Bay in Vietnam and the "ZZ" was considered a unique mark of distinction.



18th Wing F-15s gained ZZ tailcodes in 1972.



Kadena based KC-135s of the Air Refueling Squadron became authorized to use ZZ tailcodes when the unit became part of the 18th Wing in 1991.

DEPARTMENT OF DEFENSE
UNITED STATES OF AMERICA

DEPARTMENT OF THE AIR FORCE
PACIFIC AIR FORCES

18th Wing Historian
Unit 5141, Box 20
APO AP 96368-5141

24 February 1995

Mr Martin H. Boisen
861 Beech Avenue
Chula Vista, CA 91911-1106

Dear Mr Boisen,

Your letter of 10 February and a copy of your scrapbook were recently forwarded to me. Thank you for donating the scrapbook. It will make a fine addition to our wing archives.

To answer your questions, the 18th Wing currently has three fighter squadrons, the 12th, 44th, and 67th. Each flies F-15 Eagle aircraft. The Wing also includes the 33d Rescue Squadron which has HH-60 helicopters, the 909th Air Refueling Squadron which flies KC-135s, and the 961st Airborne Air Control Squadron which flies E-3 aircraft.

During Vietnam, no 18th units operated from "in country" bases. Squadrons of the 18th fought Southeast Asia battles from Thailand and the Philippines.

I'm happy to enclose brochures which describe current Kadena Operations and base facilities. I thought you might be interested in upcoming events to commemorate the 50th Anniversary of the Battle of Okinawa, so I've also enclosed a tentative schedule of those events.

Sincerely

Lillian E Wilbur

LILLIAN E. WILBUR
Chief, 18th Wing History Office

2 Atch
List of 50th Anniversary Events
Welcome to Kadena Air Base Guide

DEPARTMENT OF THE AIR FORCE
PACIFIC AIR FORCES

27 March 1995

MEMORANDUM FOR MR. MARTIN BOISEN

FROM: HQ PACAF/HO
25 E St Ste C119
Hickam AFB HI 96853-5410

SUBJECT: 18th Wing

1. Thank you very much for the scrapbook you have assembled on the 18th. It will be another welcome addition to our archives. The address you requested for the present 18th Wing historian is as follows: 18 Wing/HO, Unit 5141, Box 20, APO AP 96368-5141. The office is presently in transition with a new historian, SSgt Bernadette Fussell, on board. A senior NCO will be arriving shortly to take over a very well run history program. If you wait a few months and write to them, between the two they should be able to supply you with a lot of information.

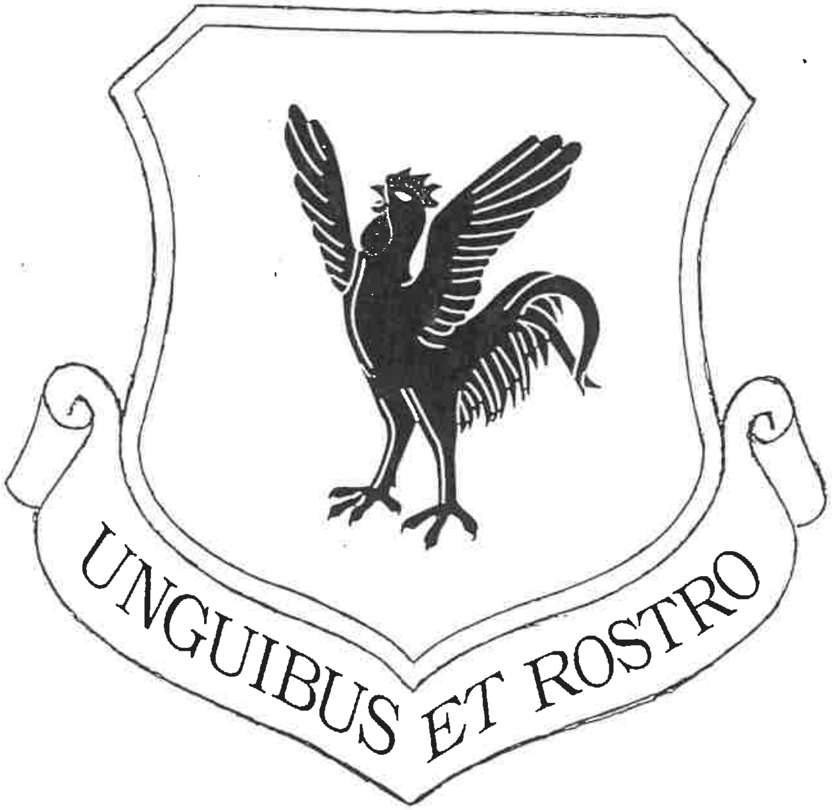
2. I couldn't help but notice one of your questions to another agency cincerning Kipapa gulch runway. It was located in the gulch at Wheeler and used to bring assembled aircraft out of the underground assembly facility to the Wheeler runway. Originally, the pilots could take off directly out of the gulch, but this proved a little dicey, so in later years they added a taxi way that connected the gulch runway to the regular Wheeler runway. I always thought that must have been quite a sight to be going down Kamehameha Highway and all of a sudden have a P-38 sweep out of the gulch right in front of you.

3. Again good luck in your research and thank you once more for the scrapbook.

Sincerely

JOHN R. KUBORN
Deputy Command Historian

Kadena Air Base



The 18th Wing Emblem features a fighting cock which signifies courage, aggressiveness, and confidence -- qualities characteristic of this organization. (This emblem is a variation of the original 18th Fighter-Bomber Group emblem which was approved on 21 February 1931).

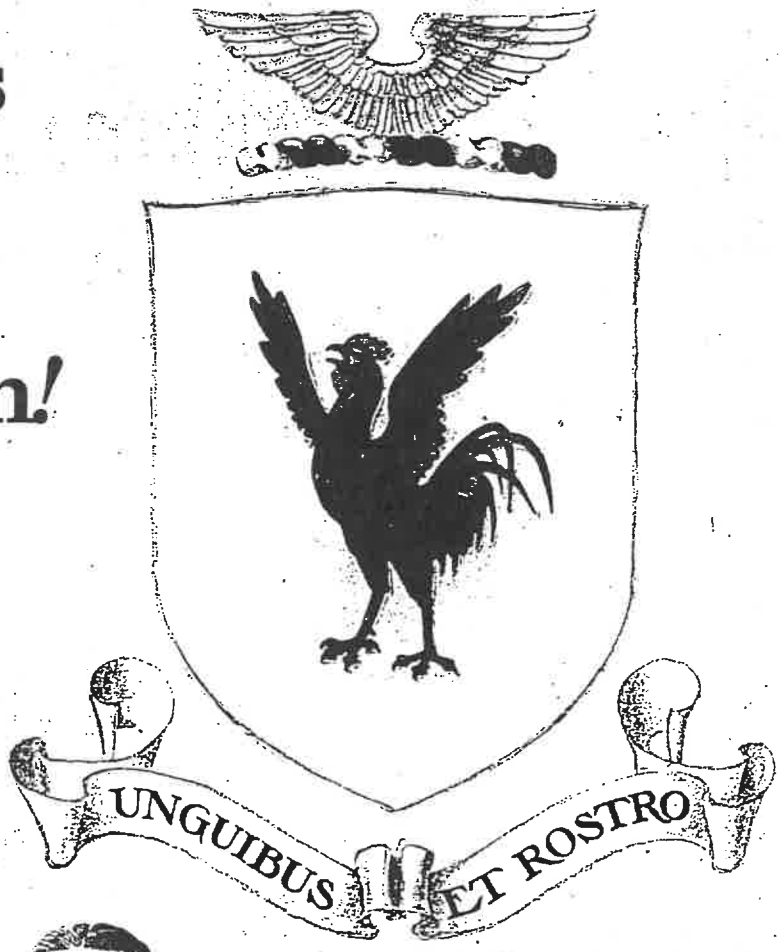
1945-1995

50 Years of Heritage

Ms Lillian E. Wilbur & SSgt Steve Brandt

Original 18th emblem approved 28 February 1931

Wing wears cock not chicken!



Maj Carlyle H. Wash

It's a fighting cock on the 18th Wing patch, not a chicken! The cock signifies courage, aggressiveness, and confidence, qualities characteristic of the 18th Wing. Our wing motto is "Unguibus Et Rostro" or "With Talons and Beak."

Gamecocks have long held a reputation for being tenacious creatures. Cockfighting dates back to 500 B.C. when men wagered their inheritances on the inflamed birds, known to fight to the death. The fierce cockfights were outlawed in many countries because of their naked barbarity.

The 'fight until you prevail' reputation of the gamecocks made them a perfect representation of a fighting unit when the 18th Pursuit Group Commander, Maj Carlyle H. Wash first chose the cock for the 18th's emblem which was approved in February 1931.

Dozens of rumors about the unit patch have circulated. Some said that the 18th was "the chicken wing" because "fliers left maintenance troops behind during the Korean War." I've even heard the 18th was not allowed into the United States because of this incident. The fact that the 18th wore the cock long before the Korean War proves these rumors untrue.

The fact is that the 18th has a proud past.

The next time someone questions your wing emblem, tell them it's a "Fighting Cock" and you're proud of it!

Day by Day....The Kadena story

1945

July 19 — Lt Gen James H. Doolittle established an 8th Air Force command post at Kadena.

August 7 — Aircrews of the 333rd and 346th Bombardment Groups and the 316th Bombardment Wing (VH) arrived at Kadena.

August 15— Japan accepted the conditions of the Potsdam Proclamation, ceasing hostilities and bringing World War II to an end.

September 2 — V-J Day. Japanese Armed Forces and the Empire of Japan surrendered to allied powers aboard the USS Missouri in Tokyo Bay.

September 7 — Remaining commanders of Japanese Forces in the Ryukyus, conforming with the general surrender executed by the Japanese Government five days earlier, unconditionally surrendered the Ryukyu Islands in a ceremony at 10th Army Headquarters - in the vicinity of the present day historical marker.

1949

May 15 — The Air Force on Okinawa was redesignated 20th Air Force when it transferred (less personnel and equipment), from Harmon AFB, Guam to Kadena. Concurrently, 13th Air Force transferred from Kadena to Clark AB, Republic of the Philippines.

1950

June 25 — The Republic of Korea was invaded by forces of the North Korean People's Republic.

June 27 — The 19th Bomb Group was ordered to Kadena from Andersen AFB, Guam.

June 28 — The first combat mission of 20th Air Force was flown by B-29s of the 19th Bomb Group.

1953

July 27 — The Armistice was signed in Korea.

1954

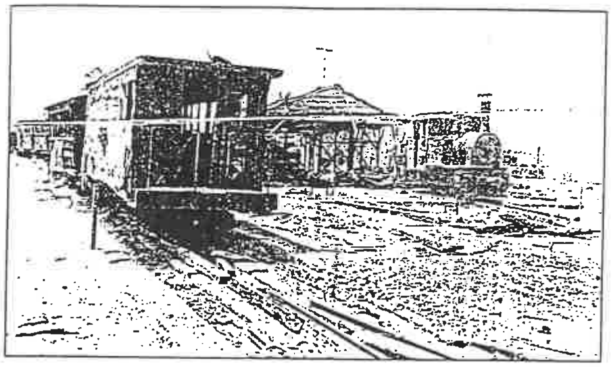
May — The 19th Bomb Wing, with its B-29s, departed for Pinecastle AFB, Florida.

November 1 — The 18th Fighter Bomber Wing, including the 12th and 67th Fighter Bomber Squadrons, arrived at Kadena. The Wing was attached to 20th Air Force.

Cardinal Spellman, spent two days on Kadena in early December 1956, he met the troops and conducted services as part of his annual Far East tour.

1955

March 1 20th Air Force was inactivated at Kadena. Simultaneously, the 313th BW was redesignated as Headquarters, 313th Air Division and assigned to Far East Air Forces (FEAF) upon its activation at Kadena, at about the same time the 313th was assigned to 5th Air Force.



The Naha-Kadena Railroad was destroyed at the onset of the battle of Okinawa, circa 1945.

July 15 — The 44th Fighter Bomber Squadron and the 18th Fighter Bomber Wing moved from Clark AB, to Kadena. The 18th continued to be assigned to 13th Air Force although it was attached to the 313th for all purposes.

1957

March 30 — The 18th Fighter Bomber Wing completed its conversion to the F-100D.

July 1 — Far East Air Force was redesignated Pacific Air Forces.

October 2 — Typhoon Faye rocked Kadena Air Base causing thousands of dollars of property damage.

December 5 — The Air Force accepted an asphalt-like concrete extension to Runway "A" at Kadena, which made the runway 12,100 feet long.

1958

July 1 — The 18th Fighter Bomber Wing was redesignated the 18th Tactical Fighter Wing and its three squadrons were likewise redesignated.

1960

June 19 — President Dwight D. Eisenhower landed at Kadena, drove to the GRI Executive Building in Naha, then to Naha AB. He returned to Kadena by helicopter afterward.

1962

October 30 — The first three-plane increment of F-105 Thunderchiefs, with which the 18th Tactical Fighter Wing was scheduled to be equipped, arrived at Kadena.

1964

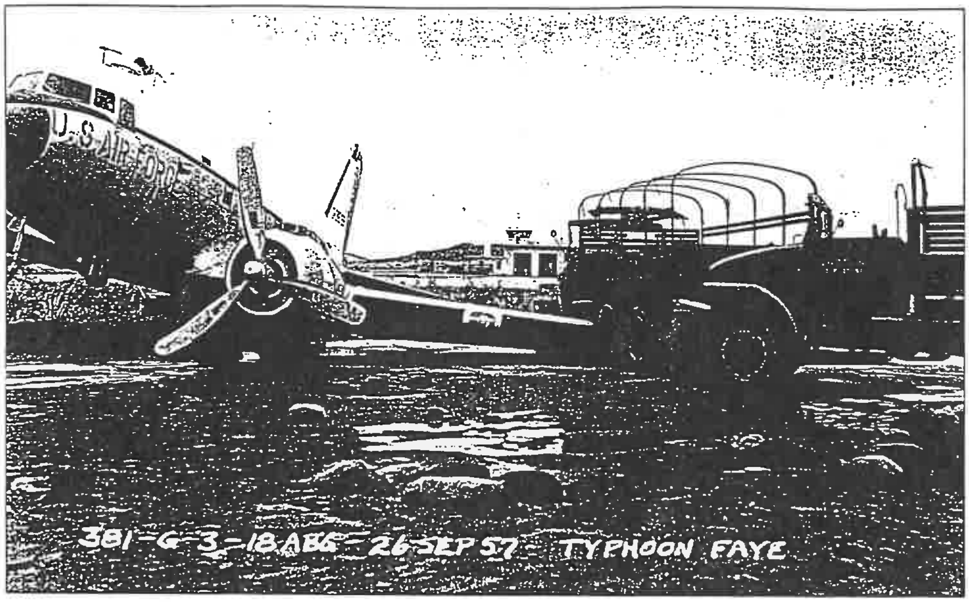
August 5 — The 51st Fighter Interceptor Wing at Naha AB was alerted for deployment of its task force to Vietnam. The first F-102s to go took off for Tan Son Nhut AB at 6:15 a.m. and all aircraft, support equipment, and personnel had departed by 10 a.m.

1966

March 18 — Gemini 8 astronauts Neil Armstrong and David Scott arrived at the Naha military port aboard the USS Leonard Mason, a destroyer which picked them up 500 miles east of Okinawa. Their space capsule had landed ahead of schedule after experiencing control difficulties.

December 2 — The last RF-101C of the 15th Tactical Reconnaissance Squadron departed Kadena in preparation for re-equipping the 15th TRS with RF-4C aircraft.

December 31 — The 44th Tactical Fighter Squadron, was placed in "unequipped" status (without personnel or equipment), and in April 1967 was reassigned to the 388th TFW at Korat RTAFB, Thailand.



Worst wind

Typhoon Faye shook Kadena Air Base in September 1957, leaving thousands of dollars of damage in its wake. Quonsets and T-Huts offered little resistance from the powerful Okinawa typhoons.

1967

January 15 — The 400th Munitions Maintenance Squadron, previously assigned directly to Headquarters PACAF, was assigned to the 313th Air Division.

October 5 — A 3,200-foot extension to Runway "C" was completed, giving Kadena two 12,000-foot runways.

December 15 — The 67th Tactical Fighter Squadron transferred to Misawa AB, Japan from Kadena. This left the 18th with only one tactical fighter squadron, the 12th.

1968

January — The seizing of the USS Pueblo by the North Koreans prompted deployment of the Wing with its single fighter squadron, the 12th, to Osan Air Base, Republic of Korea, for forward defense alert.

1969

November 22 — President Nixon announced that Okinawa would revert to Japanese control in 1972.

1971

March 11 — The 67th was reassigned from Misawa to the 18th Tactical Fighter Wing.

May 15 — The 44th was also reassigned to the 18th Tactical Fighter Wing.

1972

May 15 — The Ryukyu Islands reverted to Government of Japan control. The office of the United States Civil Administration of the Ryukyus closed their doors one day and did not reopen the next.

1974

August 30 — The 18th Combat Support Group was activated under the 18th Tactical Fighter Wing (TFW). The 18th TFW was reorganized into a tri-deputy system. Concurrently, the 313th Air Division commander assumed duties as 18th TFW commander.

September — There were dispensaries, hospitals and clinics on Kadena ever since the 71st Station Medical Group was assigned to the 71st Tactical Reconnaissance Wing back in 1948. However, about this time the first USAF Clinic came into being on Kadena.

1975

December 19 — The 25th Tactical Fighter Squadron moved from Udorn RTAFB, Thailand, to Kadena where it became part of the 18th Tactical Fighter Wing, and was equipped with F-4D aircraft.

1976

August 18 — Kadena F-4s deployed to Korea on alert after two US Army officers were killed in the Panmunjom Truce Zone.

October 31 — The 18th TFW changed from the tri-deputy to a quad deputy system with the addition of the Deputy Commander for Civil Engineering.

1977

February 22 — "Quick Turn" procedures were initiated on Kadena for F-4D aircraft in order to fly more sorties with fewer aircraft.

The first F-100s began arriving on Kadena in early 1957.

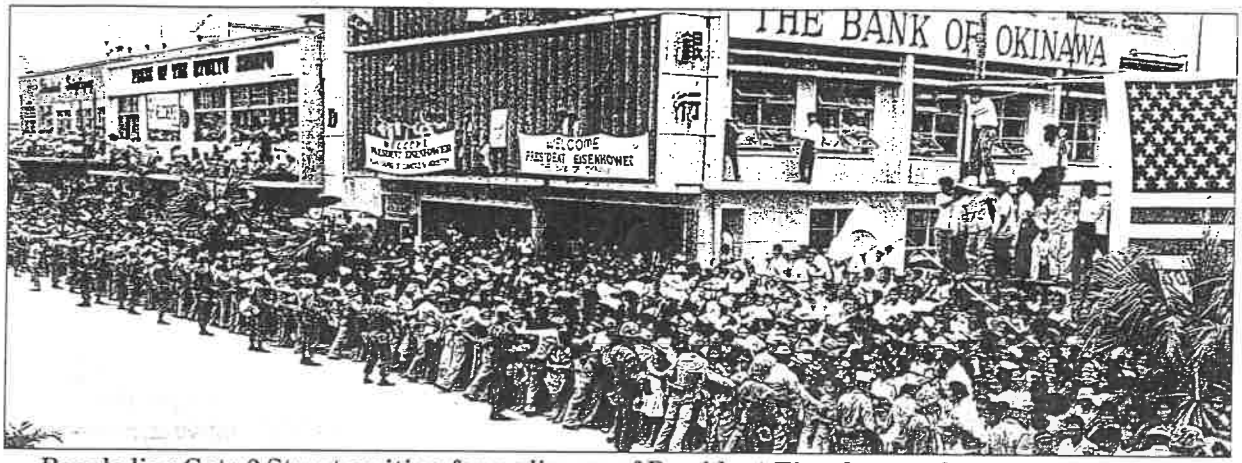
May 15 — Voice of America ceased operations on Okinawa after 24 years.

1979

January 19 — The Secretary of the Air Force announced that the E-3A AWACS Sentry aircraft would be stationed at Kadena, beginning in July 1980. These were the first Air Force E-3As to be assigned to a unit in the Pacific.

September 29 — The 67th, led by Brig Gen James R. Brown, arrived at Kadena equipped with F-15C/D aircraft, thus becoming the first PACAF F-15 squadron.

October 1 — The 961st Airborne Warning and Control



People line Gate 2 Street waiting for a glimpse of President Eisenhower, Circa June 1960.

Support Squadron, assigned to the 552nd Airborne Warning and Control Wing (TAC), was activated at Kadena.

1980

May 23 — Two E-3A Sentrys arrived, ahead of schedule, after Defense Secretary Harold Brown approved their early deployment due to unstable activities in Korea.

August — The 25th TFS was inactivated.

October 20 — The F-4 transfer program was completed as the last F-4 assigned to the 18th TFW departed Kadena for the United States.

December — Kadena people were trained in Space Shuttle recovery actions when the base was designated an overseas "Contingency Landing Site" for the space shuttle program.

1981

January 1 — The 1st Special Operations Squadron was officially reassigned from the 18th TFW to the 3rd TFW at Clark AB, Republic of the Philippines.

February 11 — A reorganization of the 313th Air Division separated command of the air division and the 18th TFW into two separate positions as Brig. Gen. Thomas G. McInerney became the new 313th commander. As a result, the 18th TFG was inactivated, and the 18th Transportation and Supply Squadrons, were realigned under the 313th Air Division commander.

March 20 — The 6100th Logistics Support Squadron received and installed nine tons of specialized test equipment for the F-16 Fighting Falcon avionics intermediate repair facility at Kadena. The equipment was "plugged in" within five hours after it arrived on a special airlift mission.

April 1 — The 81st Tactical Control Flight, arriving from Cannon AFB, NM, was established as an independent flight on Kadena.

May 1 — With Naha International Airport fogged in, 11 Japanese airliners landed at Kadena. This was the first time Kadena had ever hosted such a large number of commercial aircraft.

September 22 — The 20,000th "save" for Aerospace Rescue and Recovery Service crews resulted from a massive rescue effort which involved ARRS units, along with US Navy and Philippine Coast Guard people, when Typhoon Clara beached the 200-foot Philippine destroyer Datu Kaliantu 90 miles north of Luzon Island on September 20th. Crews from Kadena's 33rd ARRS assisted in the effort while the WESTPAC RCC, also based here, coordinated the rescue.

December 14 — At the time the "Hush House" was accepted from the Defense Facilities Administration Bureau, it was the world's largest enclosed sound suppresser. This facility can accommodate KC-135 and E-3 airframes and allows testing of all four engines simultaneously while reducing noise decibels to less than 70 at a distance of 500 meters.

1982

February 12 — The Kadena Family Support Center was opened. The facility was a prototype for the Air Force, and its success prompted establishment of similar facilities at other bases.

October — Six F-15s from Kadena flew non-stop to Eglin AFB, Florida where the same crew chiefs who launched those F-15s from Kadena, recovered them. The F-15s deployed along with a KC-10 tanker which carried 60 support personnel and their equipment. The personnel and aircraft from Kadena were enroute to Tyndall AFB, Florida for the William Tell '82 competition which was won by Kadena's team.

1983

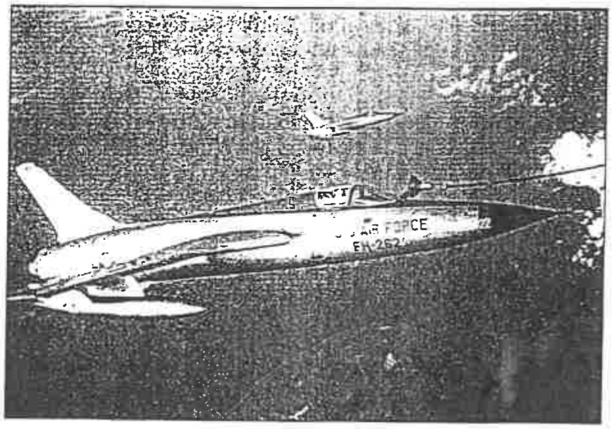
March 11 — Ground-breaking ceremonies were held for 50 aircraft weather shelters which were opened for business by July.

April 1 — On this day the 81st Tactical Control Flight was reassigned to the 623rd Tactical Control Squadron upon its activation at Kadena. Both units had been part of the 5th Tactical Control Group at Osan AB, ROK.

September — The 313th Air Division assisted in the search and salvage operations following the Soviet shoot-down of Korean Airliner KAL 007.

1984

January 29 — The 6005th Air Postal Squadron began



The 18th Wing flew F-105s at Kadena from 1962 to 1972.

operating Kadena's new Air Mail Terminal in Building 215 when it relocated from Naha.

November 15— Lt Col John Rehm flew the last operational flight of the CT-39. The aircraft he flew is presently on display at Kadena's air park near Gate 1.

1985

January — The 18th Combat Support Group was redesignated as the 18th Combat Support Wing and the 18th Civil Engineering Group was activated.

February — The Yen exchange rate was 263.15 to $1.00 US currency.

May 10 — Marked the first time the Hughes Trophy had ever been won by the same wing three years in a row. The 12th, 44th, and 67th Tactical Fighter Squadrons all took turns winning this award presented annually to the best air defense fighter squadron in the Air Force.

July — The Marek Park Housing Area with 388 housing units opened.

1986

March 17 — Ceremonies were held for the opening of the Avionics Electronic Shop operated by Det 35, Ogden, Air Logistics Center.

1987

January 1 — Detachment 1, 2952nd Combat Logistics Support Squadron was activated at Kadena.

January 17 — The 961st AWACS received their first improved E-3B Sentry aircraft.

February 6 — The Risner Athletic Complex, was open for business following the dedication ceremony with its namesake Brig Gen Robinson Risner (Retired), a former prisoner of war in Vietnam and 67th TFS commander, in attendance.

This year saw the completion of the Bazley Towers and the Fours Seasons store on Kadena.

1988

April 13 — The 313th Medical Group's Clinic and the 15th Physiological Training Flight, were visited by 96 instructors and students from the Japanese Defense Medical College.

1989

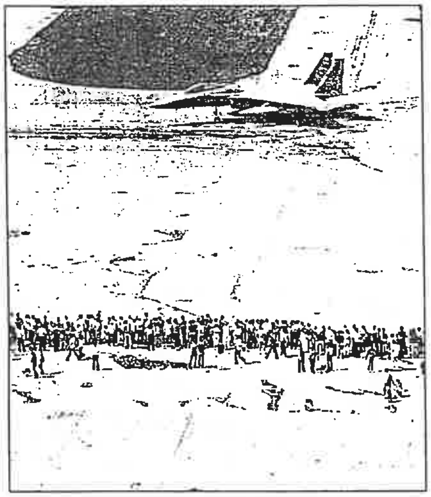
May 27 — A grand opening was held for the new Chibana Recreation Area.

June 1 — The 6118th Combat Support Training Flight was activated and assigned to the 18th Combat Support Wing.

October 1 — The 418th Aircraft Generation Squadron, primary maintainer of the 15th Tactical Reconnaissance Squadron RF-4Cs on Kadena, was inactivated.

1990

January 21 — The SR-71 Blackbird had its final flight from Kadena.



The first F-15 to arrive on Kadena as part of the 18th Tactical Fighter Wing, touched down in September 1979.

KADENA KARNIVAL
27 APR-6 MAY
カデナ カーニバル

This sign points the way to the Kadena Karnival. Known today as AmericaFest, it has been a tradition on Okinawa for over 40 years.

1991

This was a monumental year in many ways for the Kadena Team:

The 376th Strategic Wing sent troops to Desert Shield and Desert Storm where they were the first to fly operational sorties.

The 603rd Military Airlift Support Group were in the middle of having over 3,000 Marines shipped to Saudi through their facility, while having some of their own personnel deployed there as well.

May 1 — Over 40 Kadena folks deployed in support of Operation Sea Angel after a cyclone ravaged Bangladesh.

June — Clark AB in the Philippines was destroyed when Mt. Pinatubo erupted on that island. Kadenans helped out with this disaster. The Law Center sent personnel to Clark AB to help with claims; various other units on Kadena sent people to help with the closing out and packing up of offices.

October 1 — Kadena units reorganized, making the 18th Wing one of the largest composite wings in the Air Force. On this day the 376th was inactivated and the mission and aircraft were assumed by the 18th. All PACAF fixed-wing aircraft on Kadena were reassigned to the 18th Operations Group.

1992

March 30 — A Unit Effectiveness Inspection was conducted on Kadena, and when it was over the 18th Wing had received an "Excellent."

October 13 — A brand new postal facility opened on Kadena taking the place of the old post office and old PSC 80.

October 16-24 — The Kadena Team competed in William Tell '92 and the 18th Wing came back with six first-place trophies to give them a win overall.

1993

February 1 — Both the Western Pacific Rescue Coordination Center (WESTPAC RCC), and the 33rd Rescue Squadron became part of the 18th Wing.

March 13 — The new People Center housing Social Actions and family support center staffs opened its doors.

April 15 — A new Fairchild Shoppette opened in the North Terrace Housing area.

September 30 — The 13th Airlift Squadron was inactivated.

1994

June 1 — The 18th Civil Engineer Squadron was redesignated as the 18th Civil Engineer Group.

July 1 — The 603rd Airlift Support Group became the 633rd Air Mobility Support Squadron.

September 27-28 — The Secretary of the Air Force, Ms Sheila E. Widnall, honored Kadena with a visit.

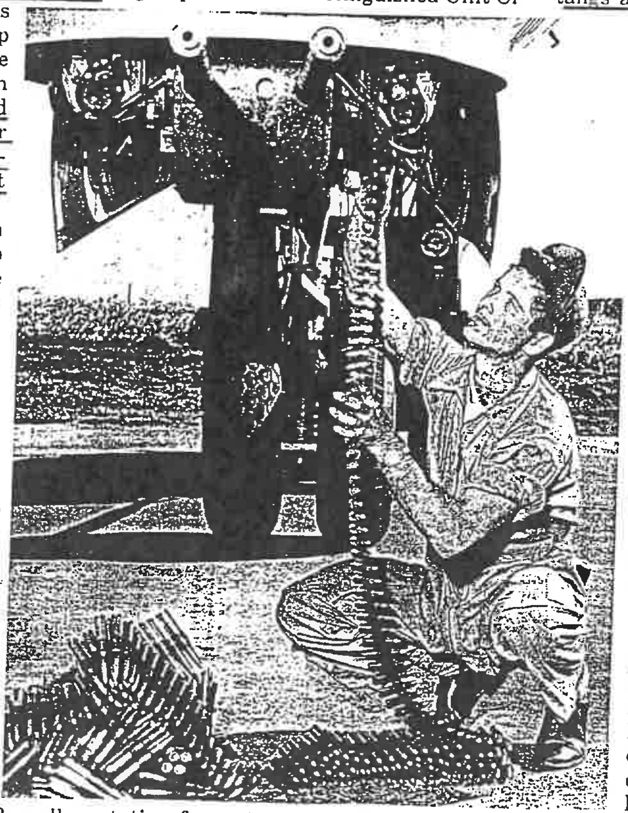
18th Wing: A lineage of honor

P-51 Mustang

The 18th Wing was born January 21, 1927 when the War Department organized a Provisional Pursuit Group at Wheeler Field, Territory of Hawaii. Shortly thereafter it was redesignated the 18th Pursuit Group. Pilots from the 18th Pursuit Group flew training missions in the air defense of Hawaii in DeHavilland DH-4s and Boeing PW-9s. On December 6, 1939 the Group was redesignated as the 18th Pursuit Group (Interceptor).

The Japanese attack on the Hawaiian Islands two years later severely hurt the Group. Only two 18th P-40s were able to take off and both were quickly shot down. The rest of the Group's aircraft were heavily damaged. Over the months following the attack, 18th airmen procured new aircraft and trained for war with Japan. The 18th was redesignated as the 18th Fighter Group in May 1942.

In March 1943, the 18th Group was ready to join the war effort and moved to the South Pacific Theater to join 13th Air Force. During the war, the 18th Fighter Group was stationed in the New Hebrides, Guadalcanal, New Guinea, and the Philippine Islands. The group participated in campaigns for the Southern Russells, Rabaul, Bougainville, New Georgia, Halmaheras, Celebes, Borneo, Leyte, and Luzon in the Philippine Islands.



World War II battle honors include the Central Pacific, Northern Solomons, Bismark, Archipelago, Western Pacific, Southern Philippines, and Luzon. The group received a Distinguished Unit Citation for action in the Philippines in 1944. By mid 1944, the 18th was equipped with P-38 Lightnings.

With the end of the war, the 18th moved to Clark Air Base on Luzon, where it was subordinate to the newly activated 18th Fighter Wing on August 14, 1948. The Group flew F-51 Mustangs and later F-80 Shooting Star jet fighters at Clark. The 18th Fighter Group had the distinction of being the first overseas fighter unit to be jet-equipped. Both units were redesignated on January 20, 1950 becoming the 18th Fighter-Bomber Group and Wing.

When hostilities began in Korea in June of 1950, the Group and two squadrons (12th and 67th) deployed to the combat zone with F-51 Mustangs. The 44th remained at Clark with the Wing to provide air defense in the Philippines. The 18th Fighter-Bomber Wing (without the 44th) moved to Pyongyang East, North Korea, on December 1, 1950 and assumed control of the 18th Group, which by this time had been attached to the 2nd Squadron, South African Air Force.

In Korea the Group, flying F-51 Mustangs, was known as the "truckbusters from Dogpatch Air Base." Group pilots became famous for their destruction of large numbers of enemy vehicles, warehouses, factories, bridges, troop concentrations, and anti-aircraft sites. In the midst of the war, the Group was redesignated the 18th Fighter Group.

Briefing by Major Sebille
67th Fighter Bomber Squadron.

The 18th Fighter Group was the first Air Force unit to shoot down an enemy prop-driven aircraft over Korea and the first to encounter the Soviet-built MiG-15 jet aircraft. One of the Group's officers, Major Louis J. Sebille, Commander of the 67th Fighter Bomber Squadron, was the first Air Force member to receive the Congressional Medal of Honor during the war. Major Sebille was killed in action and was awarded this prestigious medal posthumously. The Group went on to earn 10 battle honors in Korea, as well as two Republic of Korea Presidential Unit Citations and two Distinguished Unit Citations.

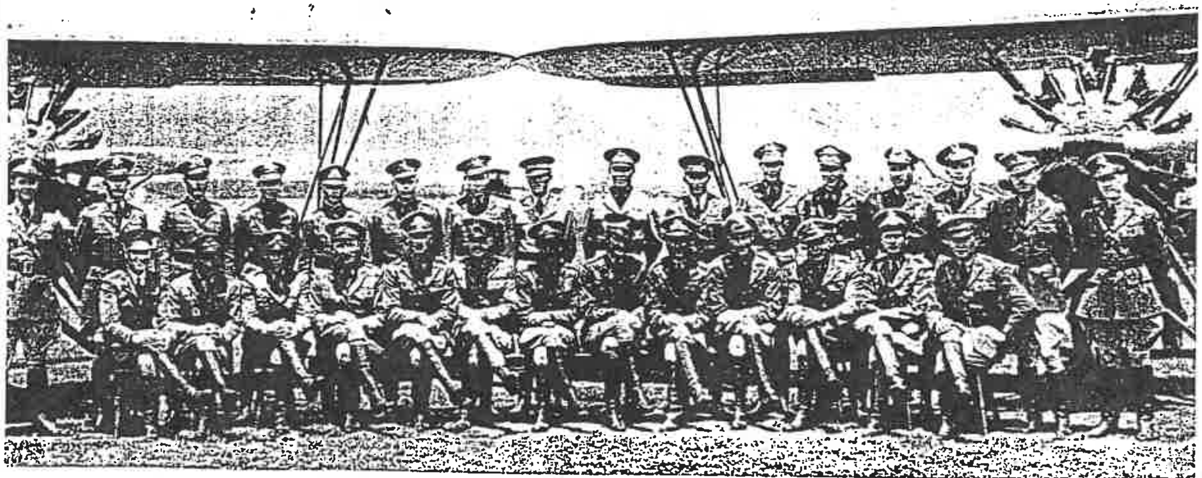
When the armistice was signed in July 1953, the wing and its tactical units were at Osan Air Base flying F-86 Sabrejets.

On November 1, 1954 the Wing and Group moved to Kadena Air Base, Okinawa, Japan. The long detached 44th squadron joined the 18th at Kadena during July 1955. In 1957, the 18th converted to F-100s. On October 1, 1957 the 18th Fighter-Bomber Group inactivated and the wing assumed direct control over the three flying squadrons, and on July 1, 1958 the wings operational units were redesignated as tactical fighter squadrons.

The 15th Tactical Reconnaissance Squadron (15 TRS) was located on Kadena Air Base and attached to the 18th in March 1960 and assigned in April 1970. The 15 TRS pilots flew RF-101 aircraft until 1967 when the unit received RF-4Cs.

In 1963, 18th tactical squadrons converted from F-100 to F-105 aircraft. The wing became involved in the Vietnam conflict late in 1964, eventually being reduced to only one squadron — the 12th. The 44th and other tactical

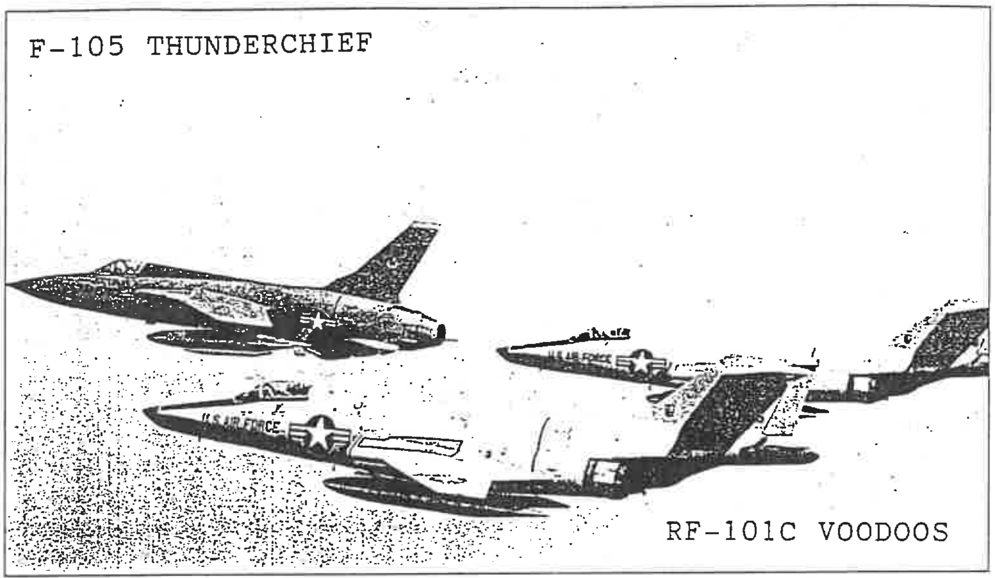
(Continued on next page)



Where leaders are made

Pilots of the 18th Pursuit Group pose in front of their new P-12Bs at Wheeler Field, Territory of Hawaii, in 1931. Many of these men, shown as young lieutenants and captains, later became well-known general officers such as Generals Vandenberg (front row, 10th from left) and Twining (front row, 5th from left) better known as the 2d and 3d chiefs of staff of the Air Force. Five of the men in this photograph were killed in combat and others left the service for commercial aviation careers.

From props to jets, the 18th grows up



F-105 THUNDERCHIEF

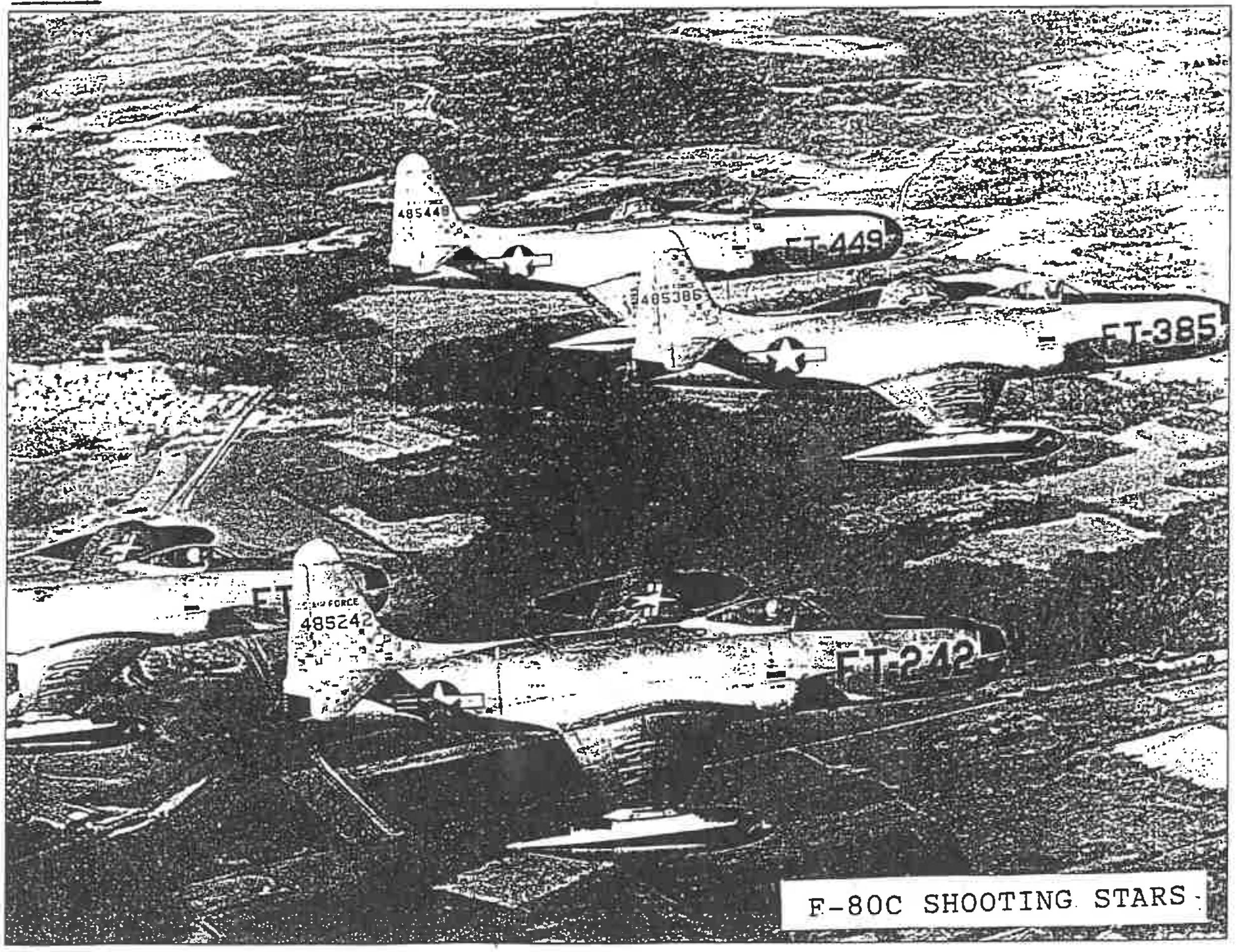
RF-101C VOODOOS

squadrons made several deployments to the combat zone in 1965, in each instance coming under the control of 2nd Air Division and operating from Korat, Thailand.

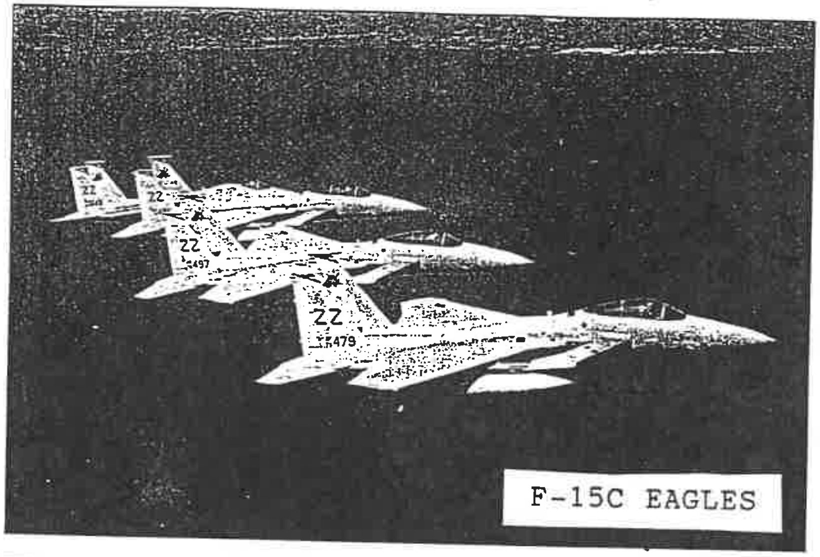
In response to the North Korean seizure of the USS Pueblo in January 1968, the wing and its single fighter squadron, the 12th, deployed to Osan Air Base, Republic of Korea for forward defense alert.

The 18th received its first F-4Cs in 1971, F-4Ds in 1975, and converted to F-15 Eagles in 1979. The 18th Tactical Fighter Group reactivated in May 1978, and inactivated again in February 1981.

In October 1989, the 15 TRS moved



F-80C SHOOTING STARS



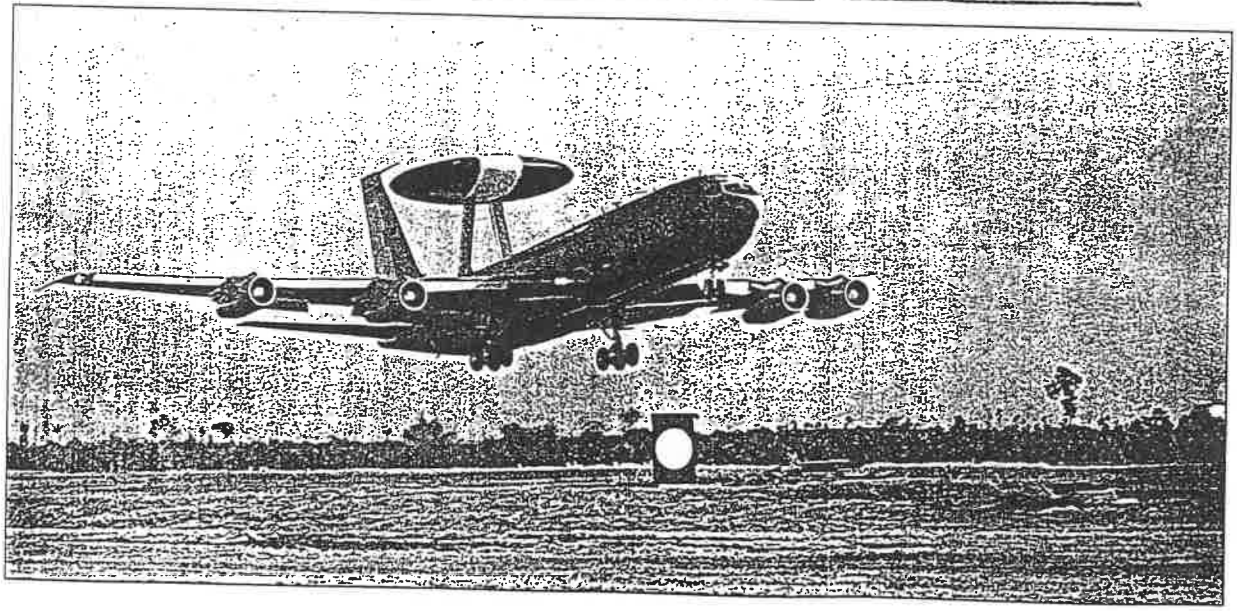
F-15C EAGLES

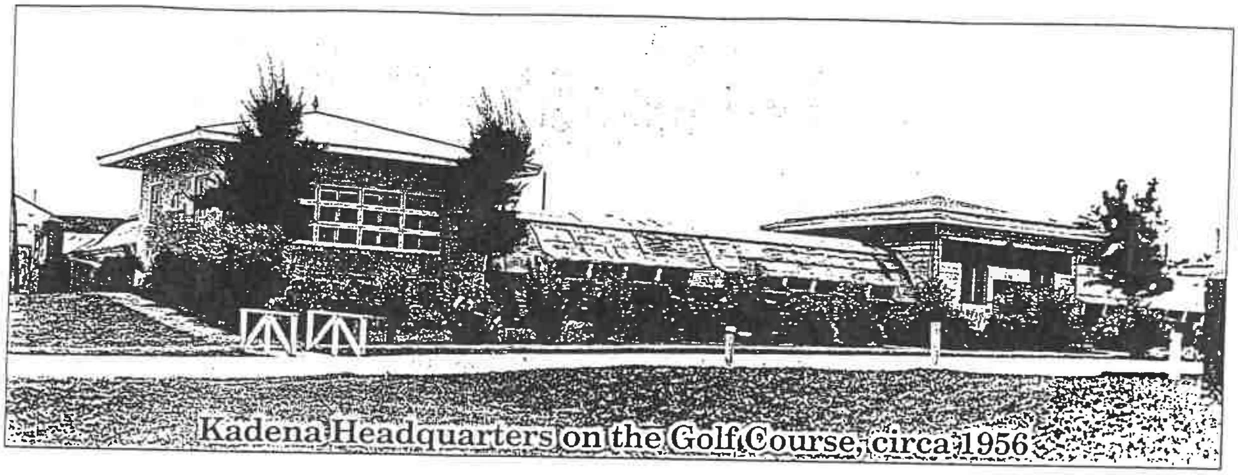
to Taegu AB, Republic of Korea, under the direction of the 460th Tactical Reconnaissance Group and Seventh Air Force.

On October 1, 1991 the 18th Tactical Fighter Wing was redesignated the 18th Wing and absorbed the assets of the 313th Air Division which was inactivated. With the reorganization, the 18th gained several operational units, including the 961st Airborne Warning and Control Squadron, the 81st Air Control Squadron, the 623rd Air Control Squadron, and the 909th Air Refueling Squadron. In addition, the wing assumed control of all Air Force support, logistics, and medical units at Kadena Air Base, making the 18th Wing commander the Kadena Air Base Commander.

The 13th Airlift Squadron (ALS), from the former Military Airlift Command, joined the 18th Wing in June 1992. Pilots from the 13 ALS flew C-12 aircraft. On that same day the Western Pacific Rescue Coordination Center (WESTPAC RCC) came under the realm of the 18th. In February 1993 the 33rd Air Rescue Squadron joined the 18th Wing with its HH-3E helicopters. They now fly HH-60 helicopters. The 13th ALS was inactivated on September 30, 1993, and the RCC was reassigned to PACAF on July 1, 1994.

Many honors have been bestowed on the 18th Group and Wing over the years, including three distinguished unit citations and over a dozen Air Force Outstanding Unit Awards. The 18th Wing also carries the distinction as one of the largest composite wings of its kind in the Air Force and the only tactical wing that has never been stationed in the continental United States.





Kadena Headquarters on the Golf Course, circa 1956

Back then . . .

For the past 50 years, Kadena Air Base has grown and changed, adapting to ever-changing mission needs and personnel. Many buildings and sites on Kadena have an interesting heritage of their own, or are named after people Kadenans chose to honor.

Building 10-The present 18th Wing Headquarters, commonly referred to as Building 10, was built in 1958 in place of temporary buildings and Quonsets. Tents and Quonsets of the 316th Bomb Wing headquarters first occupied this site. Photographs dated January 1947 clearly show the flag pole, parking lot, and streets where they remain today. The Twentieth Air Force Headquarters was on the site from 1949-1955 when, we're told, you could always find the 20th Air Force commander's dog lying across the threshold of the headquarters to welcome visitors. The helicopter landing near Bldg. 10 is on the site of the former Chatan Elementary School. The area directly in front of the Headquarters Building was once the site of a large number of small bachelor officer's quarters (BOQs) called T-Huts ("T" standing for temporary).

Kadena All Ranks Club, circa 1947

Gregory Hall - The dormitory of the PACAF NCO Academy, Building 781, was named in honor of Gen. Jack I. Gregory, former Commander in Chief of Pacific Air Force (CINCPACAF), who was instrumental in renovating and refurbishing the Academy. The dedication ceremonies were held 3 May 1989.

Hershey Temporary Lodging Facility - This facility, referred to as Hershey TLF, is known as the special family housing unit, and was named for CMSgt Harris I. Hershey. Chief Hershey was the first Chief in the 313th Air Division.

Hagerstrom Pool - Named for Col James P. Hagerstrom on 3 November 1959. Colonel Hagerstrom is credited with six aerial victories in World War II while assigned to the 8th Fighter Squadron, 49th Fighter Group, and 8 1/2 victories in Korea, two with the 4th Fighter-Interceptor Group, the rest with the 67th Fighter-Bomber Squadron, 18th Fighter-Bomber Group. The pool was formerly known as the Keystone Swimming Pool.

Hoelzer Dome - This maintenance facility, Building 781, is named in honor of Col Ronald N. Hoelzer who played an important part in the design and construction of this facility. The Hoelzer Dome was dedicated on 25 April 1989.

Johnson Dining Facility - Formerly known as Mess Hall #1, was named for Col James K. Johnson on 10 October 1959. Colonel Johnson commanded the 4th Fighter Interceptor Wing in Korea from 11 November 1952 until the end of the fighting in July 1953. Flying F-86 Sabres, he was credited with 10 aerial victories over MiG-15s. He scored his kills while flying with the 335th Fighter Interceptor Squadron. He was the only double jet ace wing commander and only commander of a supersonic bomb wing.

MacDonald Stadium - Known as the Olympic Stadium until 3 November 1959, this facility is named after Col Charles H. MacDonald, who scored 27 aerial victories in World War II while a member and later commander of the 475th Fighter Group.

Marshall Dining Facility - Formerly Mess Hall #4, was named for Lt Col Winton W. Marshall on 10 October 1959. Colonel Marshall was credited with 6.5 aerial victories in Korea while assigned to the 335th Fighter Interceptor Squadron, 4th Fighter Wing.

McConnell Pool - This pool was known as the Officer's Pool until 13 March 1989 when it was renamed in honor of Capt Joseph C. McConnell, Jr., the USAF's leading jet ace during the

Dining Facility, circa 1959

Korean War. Captain McConnell is credited with 16 aerial victories and was assigned to the 39th Fighter-Interceptor Squadron, 51st Fighter-Interceptor Wing (the 51st was assigned to Naha AB, Okinawa, Japan at that time).

O'Connor Gymnasium - Formerly known as the Coleman Gym, it was renamed on 3 November 1959 for Col Frank Q. O'Connor, who is credited with 10.75 aerial victories in World War II while assigned to the 356th Fighter Squadron, 354th Fighter Group.

O'Malley Hall - This Building 608 dormitory was named in honor of Gen Jerome O'Malley, former SR-71 pilot, CINCPACAF, and CINCTAC. The building was dedicated in January 1989, when it was a 9th Strategic Reconnaissance Wing Dormitory.

Overton Pool - Formerly called the Olympic Swimming Pool, the pool was renamed on 3 November 1959 in honor of Capt Dolphin D. Overton, III, who is credited with five aerial victories in Korea while assigned to the 16th Fighter-Interceptor Squadron, 51st Fighter-Interceptor Wing (Naha AB, Okinawa, Japan).

Risner Athletic Complex - This recently constructed field house was dedicated to Brig Gen Robinson Risner, Jr., a Korean War ace, former commander of the 67th Tactical Fighter Squadron, and POW in Vietnam, on 5 February 1987. The general is officially credited with eight aerial victories in Korea while assigned to the 339th Fighter-Interceptor Squadron, 35th Fighter-Interceptor Group. He assumed command of the 67th TFS in September 1964, and while commander was shot down over North Vietnam and captured on 16 September 1965. Prior to his arrival at Kadena in 1964, a dining hall (now the clothing sales store and laundry) was named the Risner Dining Hall in his honor. (See page 117)

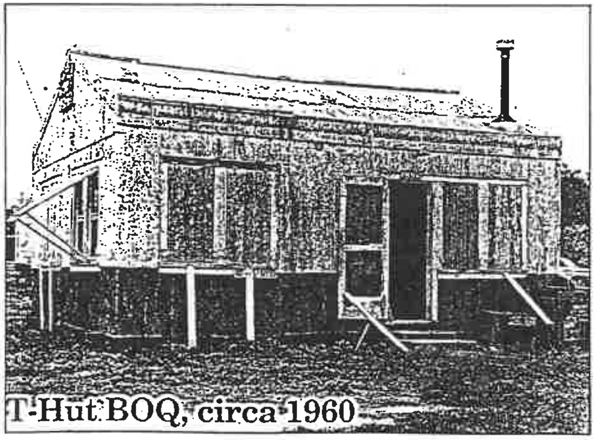
Schilling Recreation Center - Named for Col David C. Schilling, who is credited with 22.5 aerial victories in World War II while a member and later commander of the 56th Fighter Group. Schilling was also a member of the 18th Pursuit Group in the 1930's as a young officer along with other junior officers named; Hoyt S. Vandenberg, Nathan Twining and Auby C. Strickland. They all became General Officers and Generals Vandenberg and Twining became Chiefs of Staff of the Air Force. The name was first used at Kadena on 3 November 1959, and was applied to the former Keystone Service Club.

Skoshi KOOM (Jack's Place) - Building 9950, was formerly the Foreign Broadcast Information Service (FBIS) Recreation hall, and was turned over to the Air Force in December 1973. It was built as a typhoon shelter for Voice of America (VOA) and FBIS personnel and to house temporary duty (TDY) people, with five rooms and a dining room. It was completed November 1953, and is located in Chatan-Cho in what was the Village of Henzano-Ue, a community of about 50 households, on the site of a private clinic which existed prior to the invasion. This restaurant named the Skoshi (little) and KOOM (Kadena Officer's Open Mess), was renamed "Jack's Place," in 1993 after the long-time manager of the restaurant.

Skoshi Tiger Inn - Building 78, is one of the oldest permanent buildings on Kadena, and the only brick structure. It was built as part of an experiment to develop the local brick making industry. Located in Chatan-Cho, on the site of the former village of Kamisedo, a community of some 100 households, it was completed in October 1950, and is now used as VIP quarters.

Strickland Dining Facility - The dining hall located on the Navy side of the base, was named after Brigadier Gen Auby C. Strickland on 5 May 1978. General Strickland was associated with both Strategic Air Command and the 18th Fighter Group, as he was the first "boomer" (refueling boom operator) who refueled the Question Mark on its endurance flight in 1929. After that, he commanded the 19th Pursuit Squadron, 18th Pursuit Group, in Hawaii.

Tiger Inn - Building 1024 was picked up on Air Force property records in January 1955. It had been built some time earlier as a house for the staff of an American contracting company working on Kadena, and is presently used for VIP quarters. It is located in Okinawa City, on the site of the former village of Uechi.


T-Hut BOQ, circa 1960

Remembering those before us

Kadena street and facility names honor heroes

Maj Louis J. Sebille

Arnold Terrace - Formerly known as Area "A", Arnold Terrace was named for General of the Air Force Henry H. Arnold on 18 May 1953. General Arnold was commander of Twentieth Air Force from 6 April 1944 to 16 July 1945, and was commanding general of the US Army Air Forces throughout World War II.

Bazley Towers - The mid-rise apartment buildings in Marek Park known collectively as Bazley Towers are named after retired CINCPACAF Gen Robert W. Bazley, and were dedicated in December 1986.

Beeson - This small housing area took its name from the street it is located on, which is named after Capt Duane W. Beeson, who is credited with 171/3 aerial victories in World War II as a member of the 334th Fighter Squadron, 4th Fighter Group. He was killed at Wright-Patterson AFB in 1949.

Chibana Hills - Named after the surrounding town of Chibana.

Clark Vista - Named after Lt Gen Albert P. Clark, commander of the 313th Air Division at the time this housing area began construction (1964-1965). General Clark became the vice commander of Tactical Air Command after his tour at Kadena.

Jennings - Named for Col Payne Jennings, Jr., former commander of the 19th Bomb Group, who was killed on 29 March 1951 when his B-29, which was carrying a 12,000-pound radio-guided TARZON bomb, lost two engines enroute to Korea and vanished attempting to return to Kadena. The 19th Bomb Group was based at Kadena during the Korean War. Colonel Jennings had been ordered not to jettison the bomb under any circumstances. The housing area was known as Area "B" until named on 18 May 1953. The present houses were built in the early 1980s and replaced 1940s vintage Quonset huts used for family housing.

Marek Park - Named after Col Frank E. Marek, commander of the 824th Combat Support Group from 1966 to 1969. Colonel Marek was a particularly popular and dynamic base commander and was very active in base and community affairs. He is still remembered by local business and community leaders. The housing area was dedicated on 30 April 1985. There is a small park located near the housing area on Douglas Boulevard also named after Colonel Marek.

O'Donnell Gardens - Located outside the Camp Shields Naval facility, O'Donnell Gardens is named after Gen Emmett "Rosie" O'Donnell, who commanded the Far East Air Forces Bomb Command during the Korean War and later became CINCPACAF. The housing area was dedicated on 20 December 1984.

Sebille Manor - Named after Maj Louis J. Sebille, Commander, 67th Fighter-Bomber Squadron, who was killed in Korea on 5 August 1950 and was posthumously awarded the Medal of Honor for his actions. Major Sebille was the first Air Force member to receive this award.

Gen Joseph W. Stilwell (left) with Maj Gen Lemuel C. Shepherd, Jr. (center)

Stearley Heights - Named for Maj Gen Ralph F. Stearley, while he commanded Twentieth Air Force (31 July 1950 to 14 January 1953) At that time, Twentieth AF was the major USAF headquarters on Kadena. The elementary school in this housing area, and the Wing Commander's quarters are also named after General Stearley.

Stilwell Park - Named for Gen Joseph W. Stilwell, who took command of the Tenth Army on Okinawa on 23 June 1945. General Stilwell received the surrender of Japanese forces in the Ryukyu Islands on 7 September 1945 at a location that is now part of Stearley Heights.

Voice of America - The small housing areas near Gate #1 known as Voice of America and Foreign Broadcast Information Service areas are named after the original occupants. The VOA area was built for personnel assigned to the Voice of America organization which prior to reversion in 1972 operated a transmitter site at Okuma, and the FBIS area was built for use by Foreign Broadcast Information Service personnel working at Yomitan.

Other housing areas on Kadena are not named after individuals, i.e., Washington Heights. North Terrace, and Chibana Hills. On 3 November 1959, North Terrace was named Ruddell Terrace after Lt Col George I. Ruddell, who shot down eight MiG-15s in Korea while a member of the 39th Fighter-Interceptor Squadron, 35th Fighter-Interceptor Group, but the name failed to catch on and has been forgotten.

Many World War II and Korean War Aces and other outstanding individuals have been memorialized in Kadena street names.

Adams Avenue - Maj Donald E. Adams, Korean War.

Arnold Avenue - Gen Henry H. "Hap" Arnold, the first chief of staff of the Army Air Forces and first General of the Air Force.

Bade Court - Lieutenant Jack A. Bade, a 44th Fighter Squadron pilot, World War II.

Bechtel Circle - Maj Paul S. Bechtel, a 12th Fighter Squadron pilot who scored the first two air victories for the 18th when he shot down a pair of Zekes on 24 December 1942 over Munda.

Beckham Court - Maj Walter C. Beckham, World War II.

Beeson Avenue - Maj Duane W. Beeson, World War II.

Bong Drive - Maj Richard I. Bong, all time leading air ace, downed 40 aircraft; killed, 6 August 1945, just six days before the end of World War II, when the P-80 he was flying crashed on takeoff near Burbank, California.

Brannon Court and Fincher Court - Capt Dale D. Brannon and Lieutenant Deltis H. Fincher, both 67th Fighter Squadron pilots during World War II who shared in the first Army Air Force air victory in the Southwest Pacific Theater over Guadalcanal on 24 August 1942.

Christensen Drive - Capt Fred J. Christensen, World War II.

Davis Avenue - Maj George A. Davis, World War II, Korea, killed in action, awarded the Congressional Medal of Honor posthumously.

Christos Avenue - Theodore Christos, pilot, 18th Fighter-Bomber Wing, killed in a crash.

Collinson Drive - Gerald A. Collinson, pilot, 12th Fighter-Bomber Wing, killed in a crash.

Cragg Circle - Maj Edward Cragg, pilot, 80th Fighter Squadron (Kadena), killed in action.

Douglas Boulevard - Honorable James H. Douglas, Secretary of the Air Force.

Dubis Court - Capt George T. Dubis, World War II, 67th Fighter Squadron, killed in action.

Fiedler Court - Lieutenant William F. Fiedler, Jr., pilot, 70th Fighter Squadron (Kadena).

Foster Circle - Capt Cecil G. Foster, a 16th Fighter Squadron pilot; the 23rd jet ace in November 1952.

Gabreski Avenue - Col Francis S. Gabreski, recognized for 31 World War II kills and 6.5 kills in the Korean War. Colonel Gabreski also commanded the 18th TFW from 2 August 1960 - 19 June 1962.

Garrison Street - Lt Col Vermont Garrison, World War II, Korean War.

Gaunt Court - Capt Frank L. Gaunt, pilot, 44th Fighter Squadron, World War II.

Gladen Court - Lieutenant Cyrus R. Gladen, pilot, 44th Fighter Squadron World War II.

Jabara Drive - Maj James Jabara, America's first ace in Korea. When the war ended, he had racked up 15 kills, as a young lieutenant in World War II, he was also credited with 1.5 aerial victories.

Kearby Loop - Col Neel E. Kearby was a pilot with 5th Fighter Command, he recorded 22 World War II aircraft kills. Colonel Kearby died in action on 5 March 1944 and was posthumously awarded the Congressional Medal of Honor.

Kincheloe Street - Capt Iven C. Kincheloe, Jr., Korean War.

Kindred Street - Capt John Kindred, pilot, 67th Fighter Squadron, killed while participating in a military exercise over Korea in May 1994.

Kuter Boulevard - Gen Lawrence S. Kuter, Commander-in-Chief of Pacific Air Forces.

Lesicka Court - Lieutenant Joseph Lesicka, pilot, 44th Fighter Squadron, World War II.

Love Circle - Capt Robert J. Love, pilot, 335th Fighter-Interceptor Squadron, 11th ace of the Korean War.

Mahurin Street - Col Walker M. Mahurin a World War II and Korean War ace who was shot down and captured on 13 May 1952.

Maj Richard I. Bong, circa 1944

McComas Loop - Lt Col Edward McComas was one of the leading aces of the China-Burma-India Theater in World War II. Colonel McComas downed 5 enemy aircraft on 23 December 1944, to bring his total air victories to 14.

McKennon Street - Maj Pierce W. McKennon, World War II ace, killed in an aircraft mishap in 1946.

Molland Street - Capt Leland P. Molland, World War II and Korean War ace, killed in action in Korea.

Moore Avenue - Capt Lonnie R. Moore, pilot, Korean War, killed in an F101 while TDY to Eglin AFB, Florida from Kadena.

Patterson Avenue - Lieutenant Warren S. Patterson Jr., pilot, 12th Fighter-Bomber Squadron.

Maj George A. Davis, circa 1951

Preddy Loop - Maj George E. Preddy, a World War II ace, crashed and died on 25 December 1944 during a mission over Belgium.

Reed Street - Major William N. Reed, a member of the "Flying Tigers" who recorded more than 17 kills before dying in action.

Rickenbacker Road - Captain Eddie Rickenbacker, a World War I ace credited with 26 air victories.

Royal Drive - Col Francis R. Royal, Commander of the 18 Tactical Fighter Wing from 23 August 1958 to 14 July 1960.

Schlegel Road - Capt Albert L. Schlegel, a World War II ace who was killed in action.

Shaw Court - Capt Dan L. Shaw, a 67th Fighter Squadron World War II pilot killed in action.

Shelton Court - Lt Col Charles E. Shelton, the only Kadena-based person listed as missing in action from the Vietnam conflict, until 1994 when his children requested he be declared KIA. Colonel Shelton was a member of the 15th Tactical Reconnaissance Squadron (then based at Kadena), at the time he was shot down and captured in Laos on 29 April 1965. This court was dedicated on POW/MIA Day, 2 October 1987.

Shuler Court - 1st Lt Lucien B. Shuler, pilot, 44th Fighter Squadron, World War II.

Simler Street - Col George B. Simler was Commander of the 18th Tactical Fighter Wing from 19 June 1962 to 16 May 1964.

Stalnecker Street - Capt Howard G. Stalnecker, a KC-135 pilot credited with saving four F-105s and their pilots in North Vietnam. On 5 July 1966, Captain Stalnecker and his crew crossed the North Vietnamese border refueled "on-empty" fighter jets, and returned to safety.

Stalzer Street - Brig Gen Eugene A. Stalzer commanded the 4252d Strategic Wing from 19 July 1967 to 3 August 1969. This wing was located on Kadena Air Base and later became known as the 376th Strategic Wing until its inactivation in 1991.

Tarbet Court - Lieutenant Dale F. Tarbet, the 44th Fighter Squadron World War II pilot who scored the squadron's first kill, on 27 January 1943, flying a P-40 from Guadalcanal.

Tyler Street - Brig Gen Morgan S. Tyler was commander of the 4252d Strategic Wing from 18 February to 18 July 1967. General Tyler personally selected Kadena as the site for the Pacific Tanker unit and oversaw construction of the 4252d.

Vincent - Col Clinton "Casey" D. Vincent a World War II ace from the China-Burma-India Campaign.

Wade's Way - TSgt Robert Wade, a maintenance NCO with the 44th Fighter Squadron who was killed when a helicopter malfunctioned while taxiing on Kadena in September 1993.

Wheadon Court - Capt Elmer Wheadon, pilot, 44th Fighter Squadron, World War II.

Whisner Circle - Maj William T. Whisner, former 25th Fighter-Interceptor Squadron commander who had 15.5 victories in World War II and 5.5 in Korea.

Okinawa

Geography: Okinawa is the largest of more than 140 islands in Okinawa Prefecture (of which only 47 are populated). Measuring 67 miles long by 2 to 17 miles wide, and covering a total area of 454 sq. miles, Okinawa's highest point is Mt. Yonaha, at 1,494 feet.

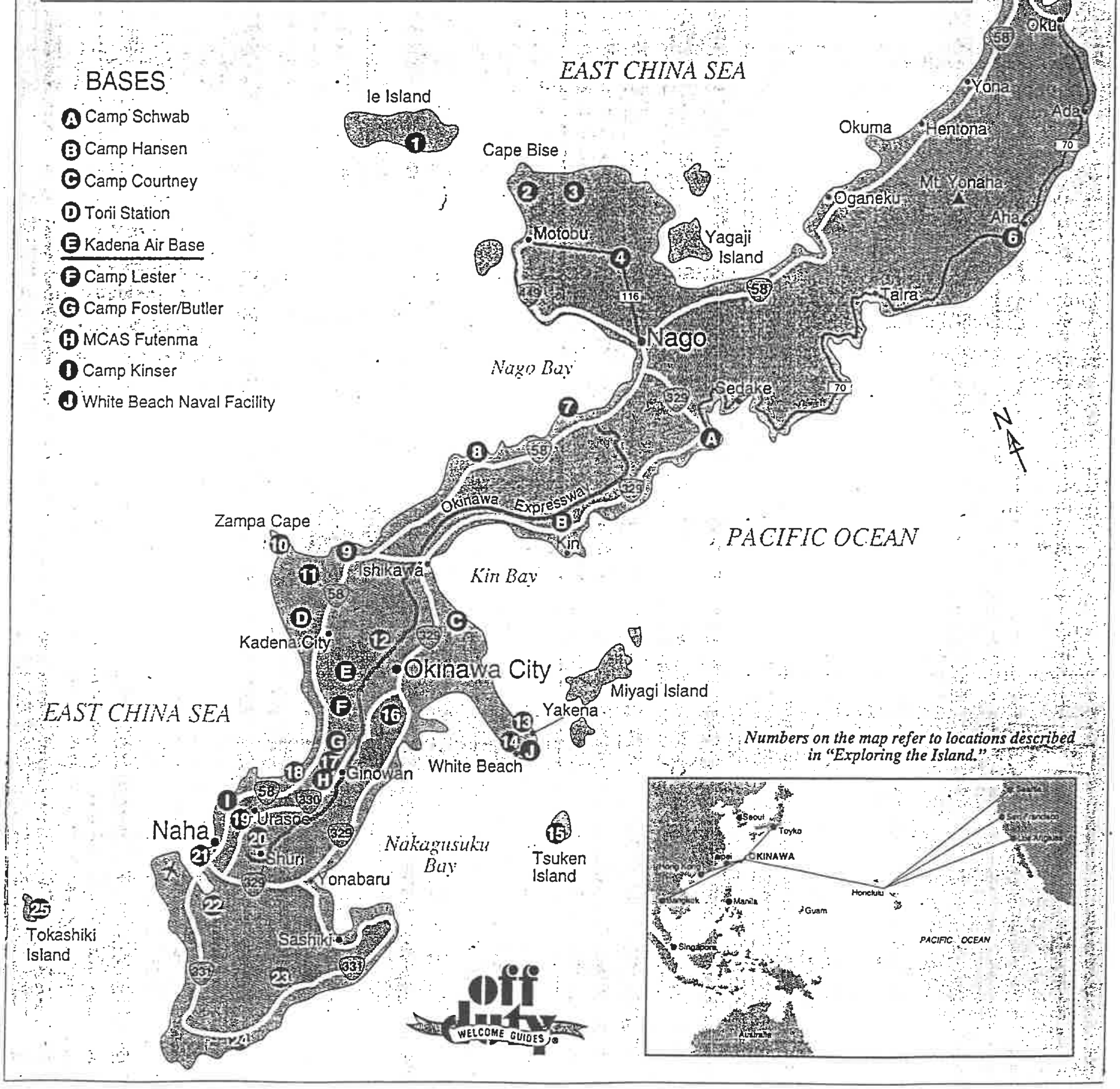
Climate: Often referred to as "Japan's Hawaii," Okinawa's average yearly temperature is 72°, with an average 82° in July and 61° in January. June to October is typhoon season; the rainy season lasts only from May to June. Annual rainfall amounts to 93 inches, however Okinawa's topography and lack of natural dams can lead to periodic water rationing.

Population: Okinawa Island: 857,000; Okinawa Prefecture: 1,246,000. The most populated city is Naha, the capital, at around 375,000; Okinawa City, with a population of over 100,000, is second.

Government: Okinawa belongs to Okinawa Prefecture, which sends representatives to the Japanese Diet. Similar to the British parlimentary system, the Prime Minister is head of state, while Emperor Akihito is little more than a figurehead, but highly respected.

Language: Many Okinawans can get by in English, but for the most part speak the Ryukyu subdialect of Japanese or the Japanese of the mainland.

Religion: Shintoism and Buddhism are the major Japanese religions, and you will find both Shinto shrines and Buddhist temples scattered about Okinawa.


BASES
A Camp Schwab
B Camp Hansen
C Camp Courtney
D Torii Station
E Kadena Air Base
F Camp Lester
G Camp Foster/Butler
H MCAS Futenma
I Camp Kinser
J White Beach Naval Facility
EAST CHINA SEA
PACIFIC OCEAN
EAST CHINA SEA
Cape Hedo
Oku
Yona
Ada
Okuma
Hentona
Mt. Yonaha
Oganeku
Aha
Taira
Ie Island
Cape Bise
Motobu
Yagaji Island
Nago
Nago Bay
Sedake
Okinawa Expressway
Kin
Kin Bay
Zampa Cape
Ishikawa
Kadena City
Okinawa City
Miyagi Island
Yakena
White Beach
Ginowan
Urasoe
Naha
Shuri
Yonabaru
Nakagusuku Bay
Tsuken Island
Sashiki
Tokashiki Island
N
58
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116
329
330
331
Seoul
Toyko
OKINAWA
Taipei
Hong Kong
Bangkok
Manila
Guam
Singapore
Honolulu
Seattle
San Francisco
Los Angeles
PACIFIC OCEAN
Australia
off duty WELCOME GUIDES

Numbers on the map refer to locations described in "Exploring the Island."

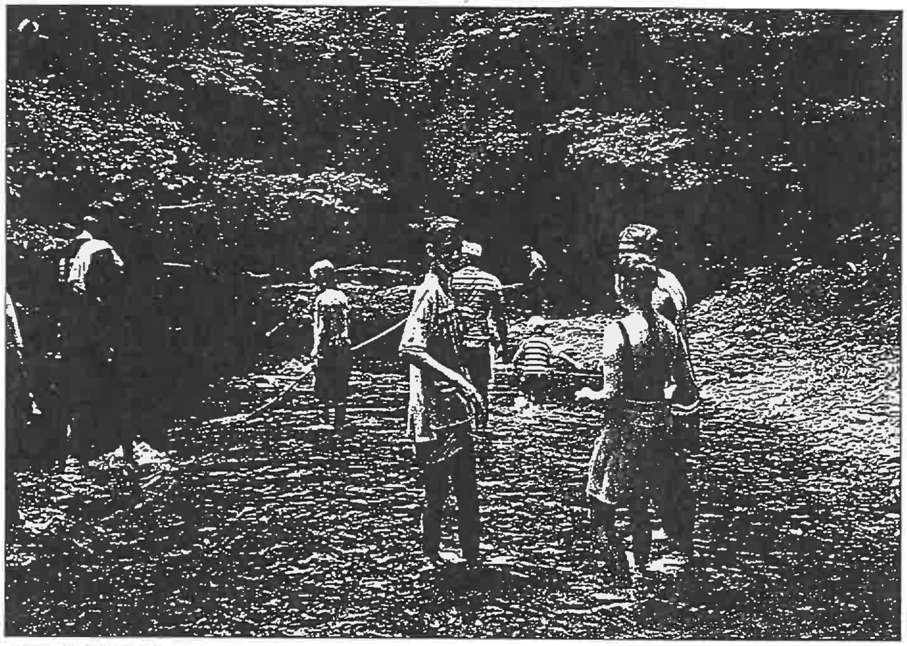
Explore the Island

Get out and sample the sights and sounds just beyond the base gates.

Okinawa's countryside and cities are full of fun things to do and great places to see. Don't miss the opportunity to get out there and make your tour a time to enjoy and remember.

But before you set out, you'll probably want to visit your nearest Family Service Center or USO. Years of operating clubs on Okinawa—and fielding thousands of questions from visitors and newcomers—has earned the USO "resident expert" status.

Here are some of the tours that have become favorites of servicemembers stationed here. Prices are subject to change, so take extra yen just in case. (The numbers listed correspond with the Welcome Map on page 3.)



The Genka River with its ankle deep water is along a popular hiking trail.

Aha Village and Waterfall (6). The Awano-Tanagumi pond and waterfall is one of the most beautiful sights in Okinawa. About 2-1/2 miles away is the village of Aha, with its unique thatched houses along the river and on the hills surrounding the village. Untouched by WWII, there are houses in Aha over 100 years old.

Getting there: Rte. 70 north from Camp Schwab.

Expo '75 Park (2). The marine exposition for which this park was built closed in 1975, but the park itself remains a a beautiful place to spend a day or two. Sights and activities include: a marine "city of the future"; a top-notch aquarium; a free dolphin and pilot whale show; an Okinawan culture museum and restored village; a tropical flower display; Expoland (an amusement park with lots of rides). The park is open daily except Thursday, 0930-1730. Admission to the park is free, but entrance fees are charged at most attractions. Tel. 048-2741.

Getting there: Hwy. 58 to Nago, then Hwy. 449 to Rte. 114 (Expo Circle). Or take bus #20 from Naha (or from anywhere along Hwy. 58) to Nago, change to #70. There is a direct bus #93 from Naha on Sundays and holidays.

Ginowan Convention Center (18). Many events are held under the unique green roofs of Ginowan's three large convention halls. There are also fountains, playgrounds, a restaurant, baseball stadium and beach.

Getting there: Hwy. 58 north past Route 20 from Naha.

Gyokusendo-Grand Cave (23). Discovered in 1967, this 3-mile cave is the longest in the Pacific area. There are nearly 950,000 stalactites of 30 different varieties as well as an underground pool and river. Visitors can explore nearly a third of the cave.

Gyokusendo Cave is open daily, November-March, from 0900-1700; April-October hours are 0900-1730. Admission ¥730 adults, ¥360 children. Combination tickets (including snake center with habu/mongoose fights): ¥1140 adults, ¥520 children. Tel. 949-7421.

Getting there: Hwy. 331 south from Naha or Yonabaru to Rte. 17. Or bus #54 from Naha bus station.

Hedo Point (Hedo Misaki) (5). The northernmost point of Okinawa is a great place for swimming, scuba diving, photography or picnicking. There are also some shrines to see.

Getting there: Hwy. 58 north from Nago (past Okuma); turn at road marked "Hedo Misaki" and follow to end. Or take bus #20 from Naha (or anywhere along Hwy. 58) to Nago; then #67 to Hetona; change again to either #68 or #69.

Ie Island (1). The site of heavy bombing during World War II, this is now the perfect place to escape to. A 30-minute ferry ride takes you from Motobu Port to this quiet island of farmers and fishermen. You can go camping, scuba diving, or rent a bicycle.

Getting there: Hwy. 58 north to Hwy. 449; Hwy. 449 to Motobu Port, then ferry. Or bus #20 from Naha (or anywhere along Hwy. 58) to Nago; change to #65 or #66 to Motobu Port; then ferry.

Izumi Pineapple Gardens (4).

Izumi is a well-known tourist attraction near Arashiyama Mountain View Point. Okinawa's oldest retail pineapple outlet, Izumi offers free pineapple slices and freshly squeezed juice as you walk through the pineapple fields.

Getting there: Hwy. 116 north out of Nago. Izumi (as well as other pineapple plantations) is on Rte. 116.

Manza-Mo Cliff and Beach (8). Manza-Mo is a huge grassy plain on a cliff overlooking the Onna coast. Manza means "10,000-seat turf" and the name dates back to 1725 when King Shokei remarked that the area was large enough for 10,000 people to sit on.

Getting there: Hwy. 58 north from Naha, past Onna Point. Follow the signs. Or take bus #20 from Naha (or anywhere along Hwy. 58).

Marine Park Underwater Observatory (7). Reputed to be one of the best in the world, this underwater observatory is located at the southern boundary of Nago Bay. It is used for scientific observation, but includes a number of attractions for visitors.

Getting there: Hwy. 58 north from Naha, look for signs. Or bus #20 from Naha (or anywhere along Hwy. 58).

Nakagusuku Castle (17). One of the most beautiful (and the most extensive) of Okinawa's castle ruins is Nakagusuku, which has been designated a major cultural asset and special historical site. Nakagusuku was completed in 1454 by over 10,000 laborers under the direction of Lord Gosamaru (who was also responsible for building Zakimi Castle). Nakagusuku is open daily from 0830-1730. Admission: adults ¥500; children ¥150.

Getting there: located near Camp Butler, take Hwy., 330 to Rte. 81; Rte. 81 to Rte. 146. Or bus #58 from Futenma.

Nakajin Castle Site (3). Nakajin Castle was the center of the Northern Kingdom during the 14th century. All that's left of this once magnificent castle is a torii (gate) and about 1,100 meters of curving, rough-hewn stone walls. Admission: adults ¥750, students ¥100, children ¥50.

Getting there: Hwy. 449 from Nago to Rte. 71, then follow the signs. Bus #66 leaves from Nago; #65 from Expo Park.

Nakamura House (17). Now a museum, this 200-year-old house and garden depict the Okinawan lifestyle of old. A few kilometers down the hill from the Nakagusuku castle on Route 146, it is open from 0900-1800 daily. Admission: ¥300. Tel. 935-3500.

Getting there: see Nakagusuku Castle.

Naminoue Leisure Pool (21). Water slides, wave pool and streams make this a fun summer attraction for all ages. Admission: adults ¥1,500, students ¥1,000, children ¥800. Open May, June, September from 1300-1800 (Sun 1000-1800); July, August from 1000-2300. Tel: 866-6347.

Getting there: located in downtown Naha, turn off Hwy. 58 at the sign for Naminoue.

Naval Underground Headquarters (22). The Naval Underground Headquarters are tunnels drilled into a hillside near Naha. Still visible are the rooms where an Imperial Navy Admiral and his 4,000 men lived and then committed suicide during the final days of WWII. Open from 0830 to 1700, admission is ¥410.

Getting there: Hwy. 58 south from Naha; turn right on Rte. 7; entrance across from a botanical garden's entrance. Or bus #33 or #95 from Naha bus station to the Tomigusuku-koen-mae stop.

Okinawa Peace Park, Museum, Temple (24). Located at the southern end of the island, Peace Park is where you'll find over 30 lovely peace monuments built by Japanese prefectures to honor their war dead. Within Peace Park you'll also find Kenji-no-tu, a monument dedicated to the students and teachers who died during the Battle of Okinawa. (Admission: ¥520 for adults; ¥360 for students and ¥50 for children.) Peace Park is open daily from 0900-1730.

Getting there: Hwy. 331 south from Naha, between Rtes. 7 and 15.

Okinawa Island Park and Children's Zoo (16). Featuring a sea lion show, petting zoo and the famed Iriomote wildcat (a "living fossil" found only on Iriomote Island), the zoo also has its own amusement park. Rides cost ¥200-500. Park admission: adults ¥700, students (12-18) ¥300, children (4-12) ¥200. The zoo is open from 0900-1630 weekdays; 0900-1900 Saturday, Sunday and Japanese holidays. (Amusement park stays open one-and-a-half hours later than zoo.) Closed Tuesday.

Getting there: Hwy. 330 north to Okinawa City; turn right on (Kadena) Gate 2 Street; then right at the stoplights by Koza Baptist Church. Follow signs, entrance on your left.

Ryukyu Mura (9). This folk village immerses visitors in ancient Okinawa with 100-year-old houses and staff in native dress; purchase traditionally-made sugarcane candy, pottery and textiles. Open from 0900-1800 daily. Admission: adults ¥515, children ¥206. Visit Habu Center and see habu/mongoose fights for ¥300 more. Tel: 965-1234.

Getting there: Hwy. 58 north from Naha past Kadena Circle; follow the signs. Or bus #20 from Naha (or anywhere along Hwy. 58.)

Shuri Area (20). The capital of Okinawa for over a thousand years (until the Ryukyus became a prefecture of Japan in 1879), Shuri was well-known as an educational and cultural center.

Shuri Castle, built in the 14th century and bombed in World War II, recently emerged from extensive removation. Walls 50 feet high surround courtyards, ornately painted gates, and the red-roofed palace guarded by stone dragons. Open daily 0900-1800. Admission: adults ¥800, children ¥300.

Getting there: Hwy. 58 south past Camp Kinser, left on Rte. 82. Or bus #12, 13, 14, 17 or 25 to the Ikenohata bus stop (right before the Prefectural Museum).

Southeast Asia Botanical Gardens (12). There are more than 450 kinds of palm trees, 600 varieties of tropical flowers and 200 varieties of tropical fruit trees growing in about 100 acres. Open daily from 0900-1800. Admission: adults ¥720; children ¥360. Tel. 939-2555/938-7294.

Getting there: Hwy. 58 to Rte. 74; go past Kadena Gate 3, then follow the "wagon wheel" signs.

Tokashiki Island (25). From the top of Mount Akama on Tokashiki, you can get an impressive view of the surrounding Kerama islands. Tokashiki is the place to go for fishing, swimming, and camping.

Getting there: Ferry from Naha's Tomari Port (south wharf). One-way trip is approximately one hour and 10 minutes. For times and fares, call 868-7541.

Tsuken Island (15). The people of Tsuken make a living by growing watermelons and carrots, and fishing. If you enjoy swimming and snorkeling in clear water then this is the place to go.

Getting there: Ferry from Yakena Port (near White Beach). One-way trip is approximately one hour and 40 minutes. For times and fares, call 978-7888.

Urasoe Art Museum (19). This museum in the town of Urasoe (near Naha) has a permanent collection of fine lacquerware as well as art on loan from places such as mainland Japan and Europe. Open from 0930-1700; closed Tuesdays and from Dec 28 to Jan 4. Admission to permanent exhibits: adults ¥150, high school/college students ¥100, elementary/junior high students ¥50. Fee for visiting art on loan is slightly more. Tel. 879-3219.

White Beach (14). Known for its beauty, this is an ideal starting place for an adventure. Sail to one of the nearby islands, go sailboarding or swimming, or explore the cliffside laced with caves that served as Japanese defensive positions during WWII.

Getting there: Hwy. 329 to Rte. 16, Rte. 16 to Rte. 8, right on Rte. 8 to White Beach.

Yakena Port (13). This little harbor at Yakena is a colorful place, with regularly scheduled boats to and from the nearby islands (see Tsuken Island).

Getting there: same as for White Beach, but once on Rte. 8, follow signs for Yakena. Bus #27 also makes the trip from Futenma and Moromi Street (Hwy. 330 outside Kadena).

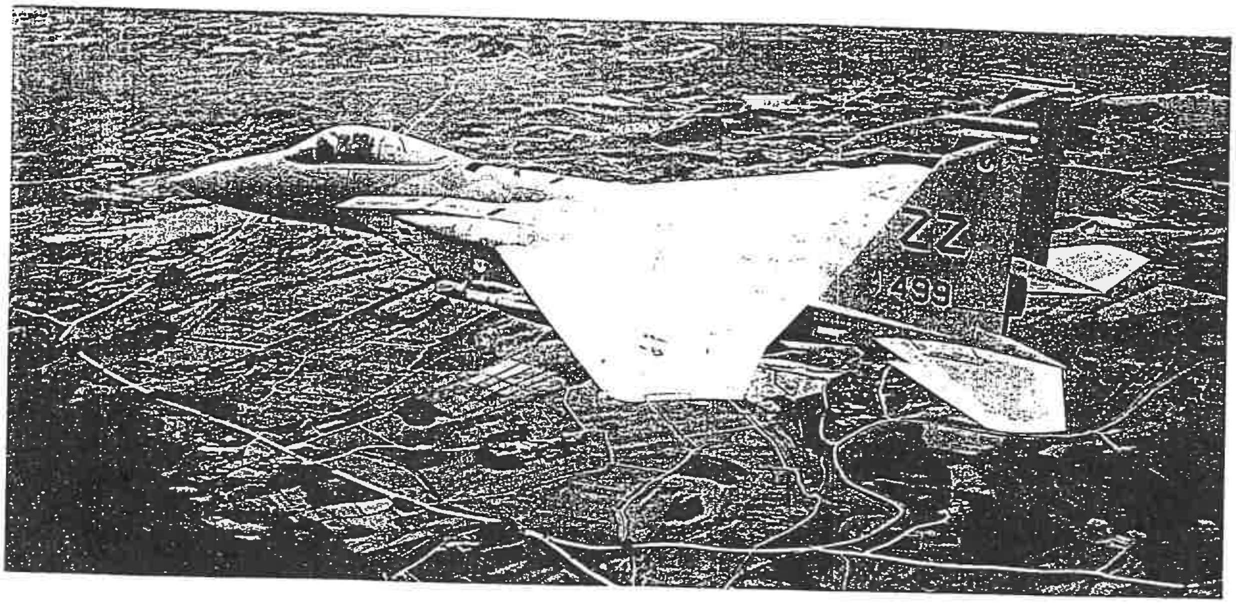
Yomitan Museum, next to the parking lot, showcases weaving, folk art, and farm implements. Open from 0900-1700; closed Monday and Japanese holidays. Admission: adults ¥50, children ¥30.

Getting there: Hwy. 58 north from Naha, through Kadena Circle to Rte. 12. Follow signs for Zakimi. Or bus #20 from Naha.

Zakimi Castle Site and Yomitan Museum (11). Pine-tree-lined steps lead to stone castle walls at the top of which you can see a shrine to Lord Gosamaru, who built Zakimi Castle in 1426 to defend Shuri against invaders from the north.

Zampa Cape/Bolo Point (10). From the high cliffs you can watch the ships passing below on their way to Naha. Years ago, people lit fires on the cliffs to bid farewell to their relatives.

Getting there: Hwy. 58 north from Naha, through Kadena Circle to Rte. 6. Turn left, follow signs to Cape Zampa (or Zampa Cape).



A BRIEF, Unofficial HISTORY OF THE 18TH FIGHTER WING

by

Duane E. 'Bud' Biteman, Lt Col, USAF, Ret

The 18th Pursuit Group was formed initially in Hawaii in 1927, beginning operations of the 6th and 19th Pursuit Squadrons at Wheeler Field shortly thereafter. The 73rd and 74th Squadrons were formed in 1929, remaining with the 18th Group well into 1932. The 36th and 55th Squadrons were formed in 1931, remaining with the 18th for approximately one year. Flying activities included routine proficiency and gunnery training in DH-4, Boeing PW-9 and Boeing P-12 biplanes, and Boeing 'Peashooter' P-26s, finally upgrading into the radial-engined Curtiss P-36s, the predecessor of the P-40. In 1939 the unit was renamed "18th Pursuit Group, Interceptor". Group Commanding Officer's names are not available for the period from 1927 thru 1939, but we know that Major Kenneth M. Walker (for whom Walker AFB, NM was named) assumed command in March, 1940, having on his staff Captain Roger W. Ramey (for whom Ramey AFB was named), and Lieutenants Bruce K. Holloway, K. P. Borgquist, John G. Simpson, and William F. Savidge. Holloway moved to China shortly thereafter to become M/G Claire Chennault's 23rd Fighter Group commander. Major William R. Morgan followed Major Walker as 18th Group Commander in mid-1941, while the Group was re-equipped with Curtiss P-40s immediately prior to the attack by the Japanese which drew the United States into World War II.

The surprise attack by the Japanese on Sunday morning, December 7, 1941, devastated the fighting power of the 18th Pursuit Group while still on the ground. Only two P-40s were able to get into the air to meet the enemy; both were promptly shot down by the attackers. Lt. Col. Aaron W. Tyer assumed command of what was by then, essentially, a "paper Pursuit Group" in December 1941, and it was a long two years before the Group could be re-equipped and rebuilt to operational fighting strength with P38s and P-39s, emerging finally at Espiritu Santo Island in March 1943; then, when a primitive airstrip could be built, moved on to Guadalcanal in April 1943. It was during this time that two 18th pilots, Tom Lamphier and Rex Barber, flew an extremely long-range intercept mission in their P-38 Lightnings, engaging a heavily escorted group of Japanese 'Betty' bombers. Lamphier and Barber each shot down a Betty on that mission, one of which carried Japan's top Admiral, Yamamoto. A notable aerial coup of great benefit to the Allies in the Pacific War. Questions remain to this day as to which pilot, Lanphier or Barber, actually downed the Betty with Yamamoto aboard.

The 18th Group was commanded by Colonel W. H. Council from Dec. 1943 until July 1944 when Col. Milton B. Adams took command and moved the Group to Sansapor, New Guinea, 23 Aug '44, from where their P-38s escorted bombers to targets in the southern Philippines and Borneo. The 18th Group received a Presidential Distinguished Unit Citation for their aerial support, at Ormoc Bay on 10 November 1944, when they withstood intense flak and strong opposition from enemy interceptors to attack a Japanese convoy that was attempting to reinforce their units defending against American forces which had landed on Leyte. Moving to Lingayen, Philippines, in January 1945, the 18th was able to rain destruction from Borneo to Palawan, the China coast, and northward to destroy airfields and rail systems on Formosa. Colonel Harry L. Donicht commanded the Group from May 1945 until August, 1945, when the war ended. Despite typical lack of publicity for Fighter units during war, the 18th Fighter Group produced more than a dozen Fighter Aces: the likes of Jack Bade, Rex Barber, Truman Barnes, Robert Byrnes, George Chandler, Frank Gaunt, Cyrus Gladen, Cotsworth Head, Besby Holmes, Tom Lanphier, Joe Lesica, Lucien Shuler and Robert Westbrook, the highest scorer with 20 total aerial victories, did themselves and their units proud.

The 18th remained in the Philippines to the end of the war, moving from Lingayen to San Jose, Mindoro (Mar '45), and Zamboanga, Mindanao, May '45. Lt. Col. Bill Harris commanded the Group from 1 August, 1945 until Lt. Col. Wilbur J. Grumbles took over in October, '45, moving temporarily to Palawan, Nov '45, then back to Luzon, at Florida Blanca, (Mar '46) under Colonel Victor R. Haugen, where they trained briefly in early P-80s, possibly the first overseas deployment of the United States' initial jet fighters, which had arrived just a bit too late to see action against the enemy. The Group's new P-80s were soon reloaded aboard freighters in Manila Bay by Col. Homer A. Boushey, who had commanded the Group since 7 Aug. '46, and returned them to ZI-based units. Shortly thereafter, in March, 1947, the 18th Fighter Group was disbanded of all personnel, commanded temporarily by Major Kenneth M. Taylor, until Sept, 1947, when it was remanned, and moved a few miles further north to Clark Field, Luzon, where it was placed under the command of Lt. Col. Joseph J. Kruzel on 1 Oct. 1947. The 18th was equipped briefly with P-47s, then converted to P-51 Mustangs in mid-1948. A violent, unpredicted weather front moving eastward from mainland China caused a disastrous series of accidents to pilots ferrying the P-47s from Clark Field to Iwo Jima, causing the loss of four pilots and several more airplanes as they rammed into the rain-swept mountains of Formosa. Ten newly-arrived P-51 pilots were promptly transferred from Fighter units in Japan to replace the untimely loss of the 18th's P-47 crews. Colonel Marion Malcolm assumed command of the Group on 3 Sep '48, and shortly thereafter, the Group fell under control of the newly-activated 18th Fighter Wing, which had been formed on 10 August 1948, under command of Brig. Gen. Robert C. Oliver. The 12th, 44th and 67th Squadrons, which had formed the 18th since 1943, remained at Clark Field through 1949 and early 1950. The Group was redesignated *"18th Fighter-Bomber Group"* in January 1950, and converted once more to Lockheed's P-80C jet fighters while under command of Lt. Col. Henry H. Norman, who had taken over the Group in July 1949.

Lt. Col. Ira F. 'Ike' Wintermute, (soon promoted to Colonel) assumed command of 18th Fighter-Bomber Group on 16 June, 1950, just nine short days before the invasion of South Korea by North Korean Communist forces on 25 June, 1950. Upon learning of the attack, Far East Air Forces ordered 13th Air Force to form the Dallas Provisional Squadron ..*"from amongst the most experienced P-51 pilots in the 18th Group's three squadrons"*. Although the Group had mothballed and disposed of their P-51s six months previously and were currently flying the P-80C jets, the "Dallas" unit was quickly formed with volunteers from amongst the many experienced Mustang pilots of the 12th, 44th, 67th squadrons, as well as from 18th Headquarters personnel. Captain (soon Major) Harry H. Moreland of the 12th Squadron, was named to Command the newly-formed combat unit when it moved north to Japan, thence to the dirt strip of K-2, Taegu, Korea, arriving on 10 July, 1950, *without aircraft*. Moreland's unit was promptly merged with the volunteers from Major Dean Hess's "Bout One" unit... those Japan-based pilots who had delivered the ten derelict Mustangs given by President Truman to the little, hopelessly untrained South Korean Air Force, and who had then remained to fly combat missions against the enemy. The combined "Bout One" and "Dallas Provisional Squdron" became, for a brief period, the "51st Provisional Squadron", commencing to fly the remainder of the initial ten Mustangs against the enemy from Taegu's "cow pasture" runway from 14 July, 1950. They were redesignated the 12th Fighter-Bomber Squadron, following arrival of the 18th Fighter-Bomber Group headquarters at Taegu on 28 July 1950.

At the same time, the 67th Squadron, commanded by Major Louis J. Sebille (later to be posthumously awarded the Congressional Medal of Honor), moved, also without aircraft, from Clark Field to Ashiya, Japan. There was insufficient space to operate a second squadron from the rapidly-deteriorating sand strip at Taegu, and 18th Hdqtrs moved back to Ashiya on 8 August 1950. The welcome arrival of the Navy aircraft carrier USS Boxer in Japan, following a record-breaking seven day run from San Francisco to Tokyo, her decks crammed with 145 hastily-acquired F-51s from National Guard units in the United States, plus a much needed cadre of seventy replacement pilots, allowed the 67th to become operational from Ashiya, Japan, on August 1st, and provided vital replacement aircraft and crews for the 12th Squadron as well as others of FEAF's recently-converted F-51 units. The 44th Squadron remained at Clark Field as sole air protection of the entire South Pacific, Philippines and Formosa area, with their single squadron of F-80Cs, and at the same time providing pilot rotation resources for the two 18th units fighting in Korea. The F-80C aircraft left behind at Clark by the 12th and 67th Squadrons furnished FEAF with a replacement pool for the many F-80s lost in Korea.

It is interesting to note that President Synghman Rhee of South Korea, commenting upon the gallantry of those early pilots of the newly-redesignated 12th Fighter-Bomber Squadron, referred to them as the *"Flying Tigers of South Korea"*, comparing their actions with those of the AVG in China early in World War II. Within days the 12th Squadron Mustangs were repainted with the ferocious Sharktooth nose design, which was proudly retained throughout the Korean War.

The imminent potential loss of K-2 airbase at Taegu to advancing North Korean ground forces during the dark days of the "Pusan Perimeter" period, led to the hasty evacuation of the 12th Squadron, on 6 August 1950, to Ashiya, Japan, where they joined the 67th Squadron and 18th Group Headquarters. But U.S. and allied ground forces held their ground despite enemy forces within artillery range on three sides, and Taegu did not fall. A refuel and rearm operation had remained active at Taegu to ease the load of the added extra hour of flying time required from Ashiya to the targets surrounding the beleagured base. An airfield near the port city of Pusan, K-9, it's paving badly deteriorated by heavily-laden transports early in the war, was quickly refurbished to minimal operation, so that the 18th's two Squadrons (12th and 67th) could move back across the Sea of Japan from Ashiya on 8 September 1950. The return to primitive combat living conditions, following the relative creature comforts of Ashiya, soon prompted the airfield designator "K-9" to become "*Canine*" and the field was unofficially renamed "*Dogpatch*" in recognition of the similarities to cartoonist Al Capp's popular comic strip village, and 'Lil Abner and Daisy Mae' became part of the Group's unofficial insignia. The move to Pusan allowed the 18th to resume it's heavy pounding around the Pusan Perimeter without having to resort to carrying long-range auxiliary wing tanks as were required for the flights from Ashiya.

The invasion of Inchon on 15 Sep 1950, produced an immediate change to the face of the Korean war; within days the enemy in the South was running north in headlong retreat. But despite their retreat, many were still able to exact a heavy toll on the 18th 's low flying Mustangs by concentrated pockets of flak in the far north, and pilot casualties continued to mount. The months of October and early November 1950, provided almost-continuous advances to the north by United Nations forces until, following the fall of Pyongyang in mid-November, the 18th Group, on 21 Nov '50, was able to leap-frog its base all the way to the former North Korean Capitol city's heavily damaged airfield for a very brief stay, until they were forced by the intrusion of Chinese forces into the war, to move back south to Suwon in early December, 1950, and ultimately in mid-December '50, to K-10, Chinhae, on the southern coast, which was also subsequently renamed "Dogpatch". A forward staging base, K-16, was built from a lightplane landing strip on a small sand island in the middle of the Han River near Seoul. At approximately the same time, No. 2 Squadron, the "Flying (*and fighting*) Cheetahs" of the South African Air Force (SAAF), also flying F-51 Mustangs, was attached to the 18th Group for operational support and control.

Colonel Curtis R. Low assumed command of the 18th Wing in December, 1950, followed by B/G Turner C. Rogers on 1 Feb '51. Colonel Ike Wintermute passed command of the 18th Fighter-Bomber Group to Colonel Homer M. Cox on 20 Feb '51, as the battle lines continued to see-saw north and south in the general vicinity of the 38th Parallel. On 7 May '51, the 39th Squadron of the 35th Fighter-Bomber Group was transferred into the 18th Group, as was the new Group CO, Colonel William P. McBride, as part of a plan to consolidate all F-51 Musting units into one Group, while the 35th converted their aircraft equipment back to new Jets. Col. McBride turned the 18th Group over to Col. Ralph H. Saltzman on 5 June '51, who commanded until 30 Nov '51, when Col. Seymour M. Levenson took over. The 39th remained with the 18th, flying their workhorse F-51 Mustangs until 1 7 May 1952, when most of the crews were absorbed into the 51st Group for conversion to F-86s. The 18th Group continued with their F-51s until they too upgraded to F-86Fs in early 1953. J. P. Hagerstrom became the 18th's first jet Ace before the war ended.

The seemingly rapid rate of turnover of Group, and of Wing Commanders was dictated in part by the extremely rapid pace of the air war and of mission tour completions; it was not unusual for an aggressive pilot to complete his 100 combat mission quota in fewer than three months, and be eligible for transfer outside the combat theater as soon as a replacement could be made available.

The 18th Wing, commanded by Col. Ernest G. Ford from 2 Feb 1952, was then commanded by Col. William H. Clark from 7 Mar '52 until 1 Jan '53, when Col. Frank S. Perego assumed command. He, in turn, was followed by Col. John C. Edwards on 15 Jun '53; Col. Maurice L. Martin on 5 Jul '53; Col. Avelin P. Tacon, Jr., on 31 July '53; Col. William D. Gilchrist on 17 July 1954; Col. Cecil P. Lessig on 26 Jul '54 and, after moving from Korea to Okinawa on 1 Nov 1954, was commanded by Colonel John R. Murphy from 9 Nov '54 until 4 February 1955.

The 18th Fighter-Bomber Group, meanwhile, was commanded by Col. Sheldon S. Brinson from 17 May '52; Col. Albert J. Freund from 25 Nov '52; Col. Maurice Martin from 24 Jan '53 until 5 Jul '53, when he took over the Wing. He was followed by Col. Edward L. Rathbun on 24 May '54; by Lt. Col. Clifford P. Patton on 17 Aug '54; Col Nathan J. Adams, 7 Sep '54; and briefly by Col. John R. Murphy on 1 Nov '54, until he moved up to assume command of the Wing on 9 Nov '54. Clifford P. Patton resumed command, as a Colonel, on 10 Nov. '54, until 1 Jan '55, when command was passed to Col Paul E. Hoeper. Lt. Col. Joseph C. Andres took command of the Group on 22 Jul '55, and Col Leo C. Moon became 18th Fighter-Bomber Group Commander on 21 November, 1955.

The 18th Wing supported combat operations in Southeast Asia with reconnaisance forces from 1961, and with deployed tactical forces from 1964 until the end of the Viet Nam conflict, and deployed to Osan, South Korea in support of the Pueblo crisis, from January to June, 1968.

The roster of subsequent Wing Commanders of the 18th reads like a list of Fighter notables of the Korean and Viet Nam Wars: Col. John R. Murphy was followed by Col. Homer C. Rankin, Feb '55; Col. Glendon P. Overing, Apr '55; Col. Robert C. Orth, May '56; Col. William S. Chairsell, Jul 58; Col. Gust Askounis, Aug '58; Col. Francis R. Royal, Aug '58; Col. James A. Wilson, Jul '60; Col. Francis S. Gabreski, Aug '60; Col. George B. Simler, Jun '62; Col. Jones E. Bolt, May '64; Col. Robert L. Cardenas, Jul '64; Col. Neil J. Graham, Jun '66; Col. Clarence E. Anderson, Jr., Jun '67; Col. Monroe S. Sams, Dec '67; Col. Phillip V. Howell, Jr., Jun '70; B/G Robert F. Titus, May '71; Col. Harold K. Wimberly, May '73; Col. Chas. H. Hausenfleck, Jun '74; B/G Clyde F. McClain, Dec '74 and, as additional duties, M/Gen Lynwood E. Clark, Jul '75 and B/G Walter H. Baxter, Jun 1976.

The 18th Wing, has since been designated the 18th Tactical Fighter Wing, and continues to guard America's interests in the far Pacific, currently flying F-15-Cs and Ds from Kadena Air Base, Okinawa, Japan. The unit, since it's inception in 1927, has never been stationed within the continental United States.

~ *Duane E. 'Bud' Biteman, Lt Col, USAF, Ret*

UNGUIBUS ET ROSTRO

ADDENDUM

This "SCRAPBOOK", an attempt to put together highlights of all the generations since the origin of the 18th in 1927, has been greatly enhanced by the following history just received 2/25/95 from Paul S. Bechtel, Col. USAF Ret.

ACTIVATION HISTORY OF THE 18th FIGHTER GROUP (TE), 25 MAR 1945

(Note par.2, pg.6 - I was with 26th Attack Sq. 1935-1936)

The above noted work was excellently prepared by Robt. L. Gray, 1st Lt.,Air Corps, Historical Officer. Correction has been made on second page per data from COMBAT SQUADRONS OF THE AIR FORCE, WORLD WAR II, edited by M.Mauer, USAF Historical Division,1969.

To better understand the contents of the "SCRAPBOOK", it seems a good idea to read through Lt. Gray's fine report.

Mart Boisen

Note: the "SCRAPBOOK" mentioned above is 150 plus pages of old photos, anecdotes and excerpts from various books about the squadrons which had at some time been assigned or "attached" to the 18th. This "SCRAPBOOK" is primarily for members of the writer's family, with copies given to those who have contributed information. There is no intent to publish a book for sale. Where possible, the writer has contacted authors of books used, and has received their approval and encouragment,

Mart Boisen

PAUL S. BECHTEL
913 OSPREY DRIVE
MELBOURNE, FLORIDA 32940
407-255-9508

February 22, 1995

Dear Martin,

Just a couple of days ago I got a tape recording from an old classmate and friend helping me gather information for my 12th Squadron Newsletter. While his memory is fantastic on many things, I think he has some of his dates or times mixed up. So, I am digging through other fellows diary's trying to see if I can find the answers.

I'm having my usual trouble finding the papers I want among the "piles"I have in my file cabinets, so this may take a day or two longer. But, I did run across a document that You may not have regarding the 18th Group's history. I'm not sure where I got it but it probably popped up when I was running through "piles" of Documents during a visit to Maxwell AFB a number of years back. I drove down there after a visit with some old friends at Huntsville, AL and I picked up a lot of odds and ends of info during my two or three day visit to their historical library. I had forgotten that I had such information or I would have sent it on earlier. Although you may already have it for all that I know. It provides some "bits and pieces" that are helpful sometimes in filling out a story or a comment or a report. I hope that you can use it. I'll also get off a copy to Duane (Bud) Biteman in Apache Junction, AZ. He's been working hard gathering info and records r.e. the Group and may be glad to pick up a few more "bits and pieces".

And that just about runs my motor down for the time being. I'm so darned far behind on correspondence (and other "more important" things, my wife tells me) that I don't know when I'll ever catch up. We hope that this finds all of your family well and good.

Sincerely,

Paul

HEADQUARTERS 18TH FIGHTER GROUP (TE)
APO 321

XIII Fighter Command

25 March 1945.

SUBJECT: Activation History of the 18th Fighter Group (TE).

THRU : Commanding General, XIII Fighter Command, APO 719 Unit 1.
Attention: Historical Unit.

TO : Commanding General, Thirteenth Air Force, APO 719.
Attention: Historical Unit.

In compliance with par 6, section h, 13th AF Reg 80-15, dated 15 August 1944, and par 2, section 1, Historical Officers' Circular No. 3, dated 7 April 1944, the following narrative history of this organization is submitted:

ORGANIZATION:

The 18th Fighter Group (TE) began 11 January 1927 at Wheeler Field, Oahu, Territory of Hawaii when the Provisional Pursuit Group was organized effective that date by General Order Number one, Hawaiian Department, dated 5 January 1927.

Major Henry J. F. Miller was its first commander.

From the date of its organization until its departure for the South Pacific in March of 1943 the Group was stationed at Wheeler Field and its history was in a large degree parallel to the history of that field. The Group had much to do with the operation of the Field and at times the commander of the Field was commander of the Group.

From March of 1943 to the final date covered by this history (31 June 1944) the story of the Group was one of combat activity in the islands of the Pacific.

SQUADRONS:

History of a Group is necessarily a history of the squadrons which compose it. Efficiency and performance of the squadrons constitute the picture of the Group. Squadrons join a Group, furnish personnel to direct its policies, and thus contribute their own "personality" to survive in the Group even after they are no longer a part of the organization.

To the 18th Group on the day of its organization two old-line squadrons of the Regular Army brought a tradition of performance that has survived to this day. They were the 6th and the 19th Pursuit Squadrons, both of which were formed in the early days of World War I.

Activation History of the 18th Fighter Group (TE), dated 25 March 1945.

The 6th had been organized in 1917 as the 6th Aero Squadron, Signal Corps, and the 19th had been organized the same year as the 15th Aero Squadron and redesignated the same year as the 19th Aero Squadron. They were inactivated after World War I but were later reactivated in Hawaii, the 19th in 1921 and the 6th at a date not presently available for the purpose of this history. In the roster of Junior Officers who served in these squadrons in the '20's may be found names now household words in the Air Corps, among them that of First Lieutenant Claire L. Chennault, later commander of the famous Flying Tigers of China and currently commander of the 14th Air Force.

These squadrons were assigned the Group 11 January 1927 being transferred from the 5th Composite Group at Luke Field, Hawaii.

Three inactivated squadrons were assigned the Group in 1929. They were the 14th Pursuit Squadron, the 73d Pursuit Squadron and the 75th Service Squadron. The 75th Service Squadron was activated 15 September 1930. Available records do not show the date of activation of the 73d.

The 73d apparently was transferred to the 17th Pursuit Group (Ltr AG 580 (4-20-31) 31 May 1931), but if this were the case it was later transferred back into the Group by authority not available here.

A history of the Group broadcast 6 June 1934 by Captain P. Schneeberger mentions only the 6th and 19th Pursuit Squadrons, the 75th Service Squadron and the 26th Attack Squadron as having participated in the Group history between organization and the date of the broadcast.

The 26th Attack Squadron was reconstituted and attached to the Group 1 September 1931 (History for Organization Day 1932). There are several references to this organization in correspondence concerning early Group histories; but none available refer to it as assigned to the Group.

Recollection of personnel of the Group who served with it in Hawaii is that the 26th Attack Squadron was attached rather than assigned to the Group and that it remained with the Group until-

Correction

The 6th and 19th Squadrons remained with the Group until well after the outbreak of war. The 6th became a pioneer in the development of night fighter techniques and furnished two night fighter detachments to serve in the South Pacific, one of these detachments later rejoining the Group in that area. The 6th and 19th Squadrons were transferred to the 15th Pursuit Group when Headquarters 18th Group left for the South Pacific.

The 75th Service Squadron remained with the Group until 1941 when it was redesignated the 18th Air Base Squadron.

Redesignated: 26th Bombardment Squadron (Medium) on 6 Dec 1939; ASSIGNMENT: 11th Bombardment Group, 1 Feb 1940-20 Oct 1948.

Activation History of the 18th Fighter Group (TE), dated 25 March 1945.

Date of the activation of the 73d Pursuit Squadron is not found in available records, but evidently was after 6 June 1934 (date of Captain Schneeberger's broadcast). This squadron left the Group for Midway Island in 1942. It later returned to Hawaii and the Group, and was one of the squadrons composing the Group immediately prior to the departure of Group Headquarters for the South Pacific 6 March 1943. It was transferred to the 15th Group.

The 44th Pursuit Squadron was activated and assigned to the Group 1 January 1941. Late in 1942 it preceded the Group to the South Pacific where it rejoined the Group in the spring of 1943.

The 333d Pursuit Squadron was activated in August 1942 from personnel drawn largely from the 44th Pursuit Squadron, and was assigned to the Group. It left Hawaii for Canton Island in September 1942.

During the early '40's the 18th Fighter Control Squadron was assigned to the Group at Wheeler Field.

The 78th Pursuit Squadron was activated and assigned to the Group in 1939. It left in January 1943 when it flew to Midway to relieve the 73d Squadron. It remained assigned to the Group.

From 1 March 1943 when 16 officers and 48 enlisted men were transferred from Headquarters and Headquarters Squadron to Headquarters 18th Fighter Group, to 14 April 1943, the Group was a headquarters without squadrons. On the latter date the ~~12th,~~ 44th and 70th Fighter Squadrons were assigned the Group (GO 88, Hq., USAFISPA), but it was to be more than a year before all assigned squadrons and the Group headquarters were at one and the same place.

The 419th Night Fighter Squadron, direct from the States, was assigned to the Group at Guadalcanal 15 November 1943 (par 1, GO 5, Hq. XIII FC, 21 November 1943). On 15 December 1943 this squadron absorbed Night Fighter Detachment "B" which had been operating on the "Canal, and which was one of the detachments which had been sent to the South Pacific from the Group while it was in Hawaii.

Close of the period covered by this history found the Group composed of the 12th, 44th and 70th Fighter Squadrons and the 419th Night Fighter Squadron.

DESIGNATIONS:

The Provisional Group which was organized 11 January 1927 was redesignated the 18th Pursuit Group 20 January 1927 (GO 2, HD). Subsequently (1941) its designation was changed to 18th Pursuit (Interceptor) Group, later to 18th Fighter Group (SE) (order not available) and on 8 June 1944 to 18th Fighter Group (TE) (GO 923, Hq., USAFISPA, 8 June 1944).

COMMANDERS:

Records from which the names of commanders of the Group may be determined in the Hawaiian period are sketchy.

Major Henry J. F. Miller was the first commander. In January 1930 Major Carlyle H. Wash commanded. Major Ernest Clark was commanding the Group 10 January 1932. Lt. Col. William E. Lynd commanded for an undetermined period prior to 22 March 1940, on which date he was succeeded by Major Kenneth M.

Walker. Major William R. Morgan commanded the Group on 7 December 1941. Lt. Col. Aaron W. Tyer became Commanding Officer late in December 1941. He was succeeded by Lt. Col. W. H. Councill 10 December 1943, and Colonel Councill was in command of the Group 31 June 1944.

KEY PERSONNEL:

A list of key personnel of Group Headquarters for the period 1 January 1942 to 31 June 1944 inclusive follows with his date of duty assignment:

Deputy Commanders: Lt. Col Milton B. Adams, 12 May 1944

Executive Officers: Major William R. Clingerman, 30 January 1942;
Major James R. Watt, 6 June 1942;
Major Cecil J. Looke, Jr., 26 September 1942;
Major Kermit A. Tyler, 17 May 1943;
Major Robert Underwood, 19 March 1944

Adjutants: 2nd Lt. J. H. Patterson, 1 January 1942;
1st Lt. Benjamin L. Stetson, 17 March 1942;
1st Lt. W. D. Sampson, 21 March 1942;
1st Lt. Robert Underwood, 17 June 1943;
Captain Frank A. Butterfield, 19 March 1944;

S-2 Officers: Captain James R. Trigg, 14 March 1942;
Major Cecil J. Looke, Jr., 27 June 1942;
Captain Clarence S. Beck, 12 September 1942;
Captain William D. H. Huttig, 9 August 1943;

S-4 Officers: Captain Russell E. Sauvage, 10 December 1942;
Captain Walter P. Barney, 31 December 1943;
Captain Thomas A. Hanson, 8 May 1944.

BLAZONRY:

Shield, crest and motto of the Group were adopted in 1932 with the approval of the Secretary of War (Ltr. AG 424.5 - Coat of Arms (2-5-31) Misc., Feb. 21, 1931). A description follows:

"Shield: Or, a fighting cock with wings displayed sable, wattled combed gules.

"Crest: on a wreath or and sable two wings conjoined and displayed tenne (orange).

"Motto: Unguibus et rostro (With talons and beak)".

In connection with the blazonry of the group it was ruled that although the 19th Pursuit Squadron had served overseas in World War I the Group had no claim to battle honors as a result because the 19th previously had conferred its battle honors upon the 15th Composite Group. (Ltr. QMG, 12 November 1932, Coat of Arms, 18th Pursuit Group).

Activation History of the 18th Fighter Group (TE), dated 25 March 1945.

NARRATIVE:

From the date of its organization in 1927 until its departure for the South Pacific in 1943 the Group's home was Wheeler Field, and the Group was closely identified with the operation and growth of that great fighter base. Almost invariably commanders of the group were officers who held important assignments on the Field and the Group, more or less the "senior" organization of the Field, had much to say in its operation.

Wheeler Field, incidentally, was named for Major Sheldon W. Wheeler, World War I flier, who was killed in an accident at Luke Field in 1921.

During the first three years of its existance the Group remained a relatively small organization and was handicapped by lack of up-to-date equipment, using P-W-9's, supplemented by two DH's as auxiliary ships. Until 1930 it was composed of its original two squadrons, the 6th and 19th Pursuit. Addition of the 26th Attack Squadron brought its quota of new Curtiss attack planes to the Group in September 1930, and the same month the 75th Service Squadron came to the Group and opened a well equipped shop for the repair and overhaul of airplanes and engines. Five Douglas Dolphins and one Sikorsky Amphibian were available for the transportation of cargo and personnel.

Ensuing years were busy ones at Wheeler Field which was entering a period of expansion. In 1930 a new area was surveyed, a railroad that crossed it turned aside and the leveling of a new airdrome commenced. Handsome new NCO quarters were taking form and by spring of 1931 officers' quarters were under construction. Enlisted men's barracks, hangars, shops and warehouses were started and by November of 1932 all enlisted personnel were in new barracks and by midsummer 1933 all activity was going full blast in the new installations and a vast lawn of Bermuda grass was springing up on the landing field.

A few of the interesting events of the early history of the Group are listed:

29 June 1927 - - Lts. Maitland and Hagenberger completed the first Mainland to Hawaii flight by landing "The Bird of Paradise", a tri-motored Fokker at Wheeler Field. Later this plane was assigned the Group and made many inter-island flights.

17 August 1927 - - Arthur Goebel and Martin Jensen finished the Dole Derby from the United States to Hawaii first and second respectively before a crowd of 30,000 persons assembled at Wheeler Field.

31 May 1928 - - "The Southern Cross", piloted by Kingsford-Smith, completed the first leg of its California to Australia flight. It shortly left for Suva. The pilot complimented and thanked the Group for servicing his plane efficiently.

24 August 1928 - - The Prince of Japan visited Wheeler Field with officers and students officers of the Japanese Training Squadron accompanied by Major Generals Conner and Winans. A tactical three-ship formation was flown for the visitors. (Available records do not indicate if this "Prince of Japan" was the same person who assumed the Japanese Throne in November of the same year as Emperor Hirohito, but it is quite possible. In any event the 18th Group is now repaying that social call with interest and with more than three-plane formations.)

Strength of the Group as of 6 June 1934 was 60 officers, 600 men and 65 airplanes.

Activation History of the 18th Fighter Group (TE), dated 25 March 1945

(The preceding eight paragraphs are based upon a radio talk 6 June 1934 by Captain P. Schneeberger, an Organization Day (1932) History of the Group, and newspaper clippings).

The period from 1933 to 1940: devoted to flying training, gunnery practice, maneuvers, development of new techniques and the continued expansion of Wheeler Field and the Group. It is also a period for which factual documentary material presently available to the Group is practically non-existant.

Among others who visited the Group during this period were General H. H. Arnold, Chief of Air Corps (September 1939) and General George C. Marshall, Chief of Staff (March 1940).

In the latter part of 1939 the Group received a number of new P-36's reputed to exceed 300 m.p.h. in level flight and to dive at 500 m.p.h. Pilots were thrilled at their performance.

War came to the 18th Fighter Group with tragic suddenness the morning of 7 December 1941 when the first wave of the Jap sneak attackers came in from the North with a roar of bombs and machine gun fire to put out of commission the big fighter base of the Hawaiian Islands so thoroughly that not a plane could be gotton into the air to intercept the fleet of bombers which was blasting our warships at Pearl Harbor.

In a very few minutes installations of the fields and the planes were blazing. All the hangars were bombed, several reinforced concrete barracks were hit and casualties were high. A bomb struck one end of the building which housed personnel of the Headquarters and Headquarters Squadron.

As a net result of the raid only six planes were able to take off Monday morning, 8 December 1941, to fly a token patrol.

At the time of the raid the 44th Fighter Squadron was at Bellows Field for gunnery practice. The Japs hit here too. Pilots raced for their planes amid a hail of bullets and bombs to take off to fight the Japs. Second Lieutenants Hans C. Christiansen and George A. Whiteman were killed in the cockpits of their planes. First Lieutenant James W. Bishop got his plane into the air but was shot down and injured when he engaged superior numbers of the enemy.

Several weeks later a small shipment of P-40 D's and E's arrived from the States and the Group began to rebuild its shattered power for the grim task of revenge to which it and the Nation had set their hands.

After the raid squadrons of the Group were dispersed to fields on the Island of Oahu, only the headquarters squadron and the 18th Fighter Control Squadron remaining at Wheeler.

There followed an intensive period of training and arming the squadrons of the Group for the defense of Hawaii and for the campaign to drive the Japs from their stolen holdings in the South Pacific.

Lt. Col. Tyer, a pioneer in interceptor control and senior controller during the critical days after the Jap raid, took command of the Group late in December, brilliantly directed the training program, and later took the headquarters to the South Pacific.

Commencing a long series of "firsts" that was to carry all the way to the China Coast, the Group on 6 June 1942, sent the first squadron west of Hawaii when it dispatched the 73d to Midway Island to help hold that embattled outpost against enemy attack. Pilots and planes (P40 E's) left Hawaii aboard the carrier Saratoga and when about 100 miles from Midway took off from the deck of the carrier and flew the remaining distance. It was the first tactical instance of landbased planes taking off from a carrier.

When the 73d Squadron went to Midway it was planned that it would stay for only three months, but when they dragged out to six months with no relief in sight Colonel Tyer loaded 300-gallon belly tanks on the P-40 K's of the 78th Squadron and led that squadron in formation from the Barking Sands on Kauai Island in January 1943 to Midway in what at the time was the longest continuous overwater flight ever made by single engine fighter aircraft. Lt. Col. Buckland, commander of the 78th Squadron, was second in command on the flight.

Assisting in the navigation were two Navy LB30's and Navy flying boats were dispersed along the route so that they would be in 90 minutes flying time of the P-40's all the way.

Happily they were not needed. All 25 planes landed successfully at Midway and two days later Colonel Tyer led 23 planes comprising the 73d Squadron back to Hawaii. Fifteen of them landed at Kauai and eight of them flew all the way to Wheeler Field. Ground echelons of the squadrons exchanged equipment and ground personnel traveled by one small cargo vessel to and from Midway.

It was an early example of economy in transportation which was to be repeated on an ever larger scale in the fast-moving island-hopping war in the South Pacific.

In the meantime the 333d Squadron had been activated by drawing on personnel from the 44th and had taken off for Canton Island in the Pheonix Group by carrier 1 September 1942. The 333d was equipped with P-39's.

Transfer of so many men from the 44th had made it necessary to reorganize and replenish that squadron. Major Kermit A. Tyler became its Commanding Officer and it received a new adjutant, new first sergeant, new pilots, with the exception of four old flight leaders, and many new enlisted men.

It took off for the South Pacific in October 1942, but rejoined the Group in the New Hebrides in 1943.

Organization of a night fighter squadron became a project of the Group in September 1942 when 16 P-70's were shipped to Hawaii without crews or maintenance personnel. The 6th Fighter Squadron, commanded by Captain Sidney F. Wharton, Jr., was selected to get these planes, but since the 6th had been operating P-40's it was necessary to hold a transition school. This was conducted by Major Cecil J. Locke, Jr., Group executive officer. B-18's were used and after the pilots checked out in them they got their training in P-70's. During the course of this training their base, Kahuku Air Base, was washed out and the squadron moved to Kipapa Air Base.

A detachment of the 6th Night Fighter Squadron was ordered to Guadalcanal in January 1943 and Major Wharton, selecting five crews besides his own, flew the island chain to the Solomons, losing one plane between Canton and Fiji when the flight ran into a severe thunderhead. The missing plane, piloted by Lt. John E. Meyer, Jr., was never heard from again.

Upon arrival at its destination this detachment accounted for the first Jap plane to be shot down by a P-70 in the South Pacific area, when Lt. Earl Bennett bagged a "bandit" at night near Tulagi after stalking him by radar.

Activation History of the 18th Fighter Group (TE), dated 25 March 1945

Departure of Group Headquarters for the South Pacific was not far off. There was urgent need on the part of the XIII Fighter Command in that area for a headquarters capable of taking tactical control of three squadrons which had been operating more or less independently. These squadrons were the 12th Fighter, organized at Selfridge Field, Mich., 17 January 1941 from what had been the 50th Pursuit Squadron, and overseas since 31 January 1942; the 44th Fighter, organized in Hawaii 1 January 1941; and the 70th Fighter, organized 1 January 1941 at Hamilton Field, California, and departed for Fiji 12 January 1942. The 70th actually left for overseas 5 December 1941 and was at sea when the Japs raided Pearl Harbor. It returned to the Continental Limits 9 December 1941.

To form Headquarters, 18th Fighter Group, to direct these squadrons sixteen officers and 48 enlisted men were transferred from Headquarters and Headquarters Squadron under the command of Lt. Col. Tyer, effective 1 March 1943 (GO 23, HHD, OTC, 6 March 1943).

First section of 24 officers and enlisted men left Wheeler Field 6 March 1943 aboard an LB 30 and two more sections followed aboard similar planes 8 March 1943. Only personal gear was carried by air transport and one officer and one enlisted man were left behind to accompany the heavier equipment of the Headquarters by water.

Stopping enroute at Canton and Fiji Islands these planes reached Espiritu Santos in the New Hebrides Group 11 March 1943 and the Headquarters remained there until 17 April 1943 when it moved by air to Guadalcanal. Espiritu Santos had not been occupied by the Japanese and had been bombed but lightly. Guadalcanal had been recaptured from the Japs in the first of the long series of amphibious invasions launched by the Americans in the South Pacific. As far as land operations were conwerned it was "secure" when the Group Headquarters arrived but was still under heavy air attack both by night and day.

Equipment of the Group Headquarters left Pearl Harbor 31 March 1943 on LST #453, was put ashore at Noumea, New Caledonia, and transhipped to the 'Canal on the U. S. SS Titania, arriving 13 May 1943.

Squadrons comprising the Group (12th, 44th and 70th Fighter) were transferred to it formally 14 April 1943 (GO 88, Hq., USAFISPA).

When the Group Headquarters arrived at Guadalcanal these squadrons were scattered from the Fijis to the Solomons. The 12th Squadron had headquarters at Guadalcanal, the 44th at Efate in the New Hebrides and the 70th at Fiji, but pilots of all three squadrons had been taking part in combat from Fighter Two Strip (later Kukum Field) at Guadalcanal.

Those were days when the urgent needs of the war cut across squadron organizations with pilots of the three squadrons being more or less "pooled" at Guadalcanal with pilots of the 67th and 68th Squadrons of the 347th Group, and being sent to Treasury, Munda, Segi and Torokina, Bougainville for combat tours. After a tour pilots usually would be sent to Aukland, New Zealand for a rest and then to their squadrons for training before being sent back to combat. P-39's and P-40's predominated in the early days of the period. Later P-38's came into use.

Kukum Field had been built by the Sea Bees of the Navy, paralleling the beach two or three miles North of Lunga Beach where initial American landings were made. It was constructed on the rather narrow coastal plain, immediately behind which a series of small hills rose sharply. The Group and its squadrons set about the construction of a campsite on these hills and Major Russell Sauvage, S-4 of the Group, received the Legion of Merit award as a result of the efficient manner in which this construction was pushed through to completion.

During the Spring of 1943 the war in the Pacific was still a nip-and-tuck affair, with the Japs holding stubbornly to the delusion that they would be able to drive the Americans from the Solomons. They had plenty of airpower left in the area and were still able to replace their losses and bring in supplies - - and they were using that airpower in an effort to prevent the Americans from bringing in the supplies necessary to make Guadalcanal a potent base for further operations.

Daylight bombing of Guadalcanal was frequent during the Spring of 1943 and it was causing damage to our shipping and installations. Several of the important engagements participated in by the squadrons of the Group during this period resulted from the interception of Japanese bombers and fighters headed for Guadalcanal.

This phase of the air war came to a climax 16 June 1943 when an armada of 68 Japanese fighters escorting 50 Dive Bombers reached Guadalcanal from the direction of the Russells and were met over Guadalcanal by Army, Navy and New Zealand fighters. It was a showdown air battle of the Solomons.

Participating in the battle the 44th Squadron of the 18th Group sent 8 P-40's to 25,000 feet and 10 to 10,000 feet. For more than half an hour the battle raged with ground personnel ignoring the danger to themselves to stand atop their dugouts and cheer like a crowd at a football game.

When the shooting was over only a very small number of the Jap planes survived. Our air losses were comparatively light. Two LST's had been left in a sinking condition. The 44th Squadron had accounted for ten enemy bombers and ten enemy fighters and had lost only one plane.

It was the last Japanese daylight raid on the 'Canal, although night raids, some of them powerful and destructive, continued into the Fall of 1943.

While too much cannot be said for the heroism of the pilots of the Group during these trying days, a great share of the success must go to the ground crews, who frequently worked around the clock putting damaged planes back into shape to fly, overcoming shortages of parts by cannibalizing wrecked planes and practically manufacturing flightworthy aircraft from parts so obtained.

During the Summer of 1943 the squadrons of the Group participated in the North Solomons Campaign, covering the Russell Islands, Munda (New Georgia), Treasury Island and Bougainville. It was a period when the Army was constantly changing aircraft models from P-400's to P-40's to P-39's and the Group flew all of them.

Later in 1943 the transition to P-38's was commenced and by the late Spring of 1944 the Group squadrons were using this type of plane exclusively except for the night fighter squadron.

Concerning night fighters:

The detachment of the 6th Night Fighter Squadron, which had been serving on Guadalcanal since it was separated from the 18th Group back in Hawaii, was redesignated Detachment "B" Night Fighter Squadron 16 September 1943 (Radio AG 322, dated 16 September 1943). It supplied night Fighter cover

over the task force of landing barges during the invasion of Bougainville, using both P-38's and P-70's.

The 419th Night Fighter Squadron direct from the states, landed at Kukum Beach 15 November 1943 and was assigned to the Group (Par 1, GO 5, Hq., XIII FC, 21 November 1943). On 15 December 1943 this squadron absorbed Detachment "B" (Par 1, GO 56, Hq., 13th AF, 2 December 1943).

Colonel Tyer was awarded the Legion of Merit by the Navy for his work in organizing and directing night fighters on Guadalcanal.

Lt. Col. W. H. Councill assumed command of the Group 10 December 1943 and at the close of the year Group Headquarters was in Guadalcanal. Headquarters and ground echelon of the 12th was at Guadalcanal, Headquarters and ground echelon of the 44th was still at Espiritu Santos. Headquarters and ground echelon of the 70th was at Ondonga, New Georgia, the station of the squadron since October, 1943.

Beginning of the year 1944 found the Japs on the defensive in the Solomons, New Britain and other Islands in that area of the Pacific, but still able to muster interception and considerable anti-aircraft fire, especially in the Rabaul, New Britain, area.

Our air forces were interested in neutralizing these bases so as to provide a safe passage for the stream of men and supplies which was pouring through the islands toward New Guinea for the push that was to take place to cut off Japanese troops on that large island and to provide jumping off places for our forces in the approaching invasion of the Philippines.

Going through a period of transition from P-39's and P-70's to P-38's and not yet thoroughly familiar with the capabilities and performance margins of the latter splendid aircraft squadrons of the Group sustained some rather heavy losses during this period, particularly around Rabaul.

Triumphs were also scored and on 28 April 1944 Admiral Halsey commended the 13th Air Force for its spirit and co-operation with the Navy from "the desperate days of Guadalcanal to the smooth steamrolling of Bougainville", he said, "you beat them wherever you found them and you never stopped looking".

Close of the six months period found the Group busy with training, dive bombing, bomber escorting and barge sweep missions. Interception of Jap planes was becoming more scarce as the air and sea blockade noose was drawn about enemy strongholds and the enemy's ability to replace his lost planes vanished.

During May the 70th Squadron's ground echelon and headquarters moved from Ondonga to Munda and received its first P-38's. The same month the 419th Night fighter Squadron received its first P-61's.

Lt. Col. Milton B. Adams, commander of the 70th Squadron was transferred to Group Headquarters 12 May 1944 and was made deputy commander.

8 June 1944 the 18th Fighter Group (SE) now completely equipped with P-38's and P-61's, was redesignated the 18th Fighter Group (TE), the TE meaning Twin Engine.

End of the period found the 44th Fighter Squadron preparing to move from Espiritu Santos to the "canal. The move was accomplished in July and shortly thereafter the Group embarked for Sansapor, New Guinea, as a part of the 13th Air Task Force.

Activation History of the 18th Fighter Group (TE), dated 25 March 1945

COMBAT NARRATIVE:

April, 1943, month of the arrival of the Group in the South Pacific, saw the squadrons assigned to it destroy 10 Jap planes in aerial combat against a loss of 5 planes and 3 pilots of our own. Action was principally over the Russells and the Guadalcanal area.

Japs were conducting offensive air opperations and our important missions were to intercept the enemy and prevent his bombing our shipping and installations.

In May, 1943, in actions over the Russells and Rendova the score was 5½ Jap planes while we lost one plane and one pilot.

June, 1943, was the month in which the Japs "shot the works" in an effort to pound Guadalcanal from the air. Interceptions were highly successful and it was the "big month" of the Group's history with a score of 45 Jap planes destroyed against losses of 4 planes and 2 pilots on the part of the Group.

Biggest battle occurred 16 June 1943, over Lunga Beach and Savo Island and surrounding waters in the Guadalcanal Zone. On this date the 44th Fighter Squadron shot down 20 Jap planes and lost only one of its own. Other Army, Navy and New Zealand planes also had a field day. Ground echelons worked feverishly re-arming and repairing our planes which landed and took off again to renew the battle.

During this month the Group saw action, chiefly interceptions, over the Russells, Kahili, Manning Straits, Cape Esperance, Lunga Beach and Savo Island.

Repulse of their attack on June 16 discouraged further Jap daylight assaults on Guadalcanal and July witnessed a change in type of missions flown by Group planes from interception to bomber cover over Jap-held territory. The Japs became the "interceptors". Flying "cover" missions to Rendova, the Russells and Kahili Group pilots in July shot down 37 Jap planes and lost 7 planes and 3 pilots.

In August the Group flew cover, escort and offensive missions against the Japs over Kahili, Munda, Rendova, Russells, New Georgia, Kolambangara and Vella Lavella, bagging 30 Jap planes and losing 8 planes and 5 pilots. Japs were still well supplied with aircraft and using them lavishly in an effort to prevent the expansion of our bases in the island guarding sea lanes to Western New Guinea and the Philippines. Our fighters almost invariably were outnumbered but turned the tide by virtue of superior flying in superior planes.

September saw a continuation of the same type mission and the bitter Japanese resistance. In engagements over Kahili, Choiseul, Guadalcanal and Ganongga the Group shot down 13 Jap planes but lost 9 of its own and 6 pilots.

In October escort and patrol missions were flown over Treasury, Kahili, Ballale, Vella Lavella and Bougainville. Jap interception was persistant. Group planes destroyed 33 Japs in the air while losing 4 planes and 3 pilots.

Fighter sweeps increased in November over Torokina, Shortlands and Bougainville. We got 25 Japs and lost 8 planes and 7 pilots.

In December 1943, strafing, harassing, escort and fighter sweeps missions were flown as Rabaul began to come into the picture as a target. We shot down 14 Japs and lost 5 planes and 5 pilots.

At the close of the year the Group's box score for 9 months operations stood at 212 Jap planes destroyed against a loss of 52 of its planes and 35 of its pilots.

(Above figures are from combat mission reports and are subject to some, but not material, revision).

January 1944 was a month in which Group pilots, flying principally their new P-38's encountered the stiffest resistance over Rabaul as they escorted bombers to that battered Jap stronghold. On January 17 a mission in Group planes were participating was "ambushed" by from 100 to 150 Jap planes. Our own fighters numbered only 24. Group planes accounted for 8 of the attackers but lost 6 of ~~their own~~. Interceptions were frequent during January and there were several hard fought engagements. At the close of the month Group planes had accounted for 21 Japanese aircraft and lost 8 planes and 8 pilots.

After January Group combat activity dwindled as emphasis was placed on training and reorganization. There were some missions, more or less of a training variety, during the remaining 5 months of the period covered by this narrative but interceptions faded out of the picture.

PRINCIPAL SOURCES:

Binder of information and correspondence - MILITARY HISTORIES - 314.7; Special and General Orders, 18th Fighter Group; Personal recollection of Lt. Colonel Robert Underwood, Major Joseph H. Wilson, Master Sergeant James W. McAdams, and others; Combat reports; Histories of 12th, 44th and 70th Fighter Squadrons.

For the Group Commander:

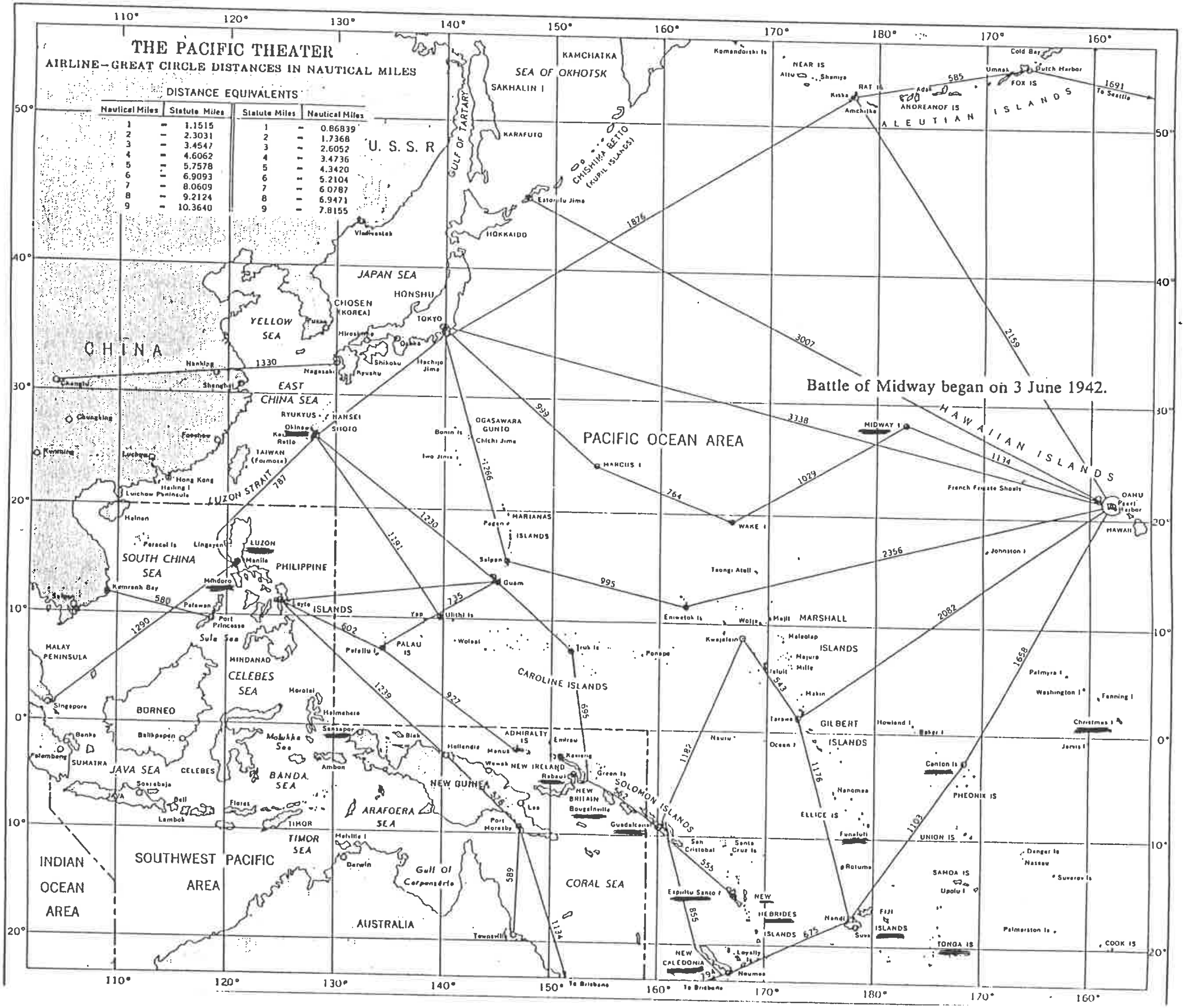
Jerome C Leonard

JEROME C. LEONARD,
Major, Air Corps,
Adjutant.

Prepared by:

Robert L. Gray Jr.

ROBERT L. GRAY, Jr.,
1st Lt., Air Corps,
Historical Officer.



THE PACIFIC THEATER

AIRLINE—GREAT CIRCLE DISTANCES IN NAUTICAL MILES

DISTANCE EQUIVALENTS

Nautical Miles		Statute Miles
1	-	1.1515
2	-	2.3031
3	-	3.4547
4	-	4.6062
5	-	5.7578
6	-	6.9093
7	-	8.0609
8	-	9.2124
9	-	10.3640

Statute Miles		Nautical Miles
1	-	0.86839
2	-	1.7368
3	-	2.6052
4	-	3.4736
5	-	4.3420
6	-	5.2104
7	-	6.0787
8	-	6.9471
9	-	7.8155

Battle of Midway began on 3 June 1942.

110°
120°
130°
140°
150°
160°
170°
180°
170°
160°
50°
40°
30°
20°
10°
0°
10°
20°
U. S. S. R
KAMCHATKA
SEA OF OKHOTSK
SAKHALIN I
KARAFUTO
GULF OF TARTARY
CHISHIMA RETTO (KURIL ISLANDS)
Etorofu Jima
HOKKAIDO
Vladivostok
JAPAN SEA
HONSHU
TOKYO
CHOSEN (KOREA)
YELLOW SEA
CHINA
Nanking
Shanghai
Chengtu
Chungking
Kunming
Foochow
Luchow
Hong Kong
Hailing I
Luichow Peninsula
Nagasaki
Kyushu
Shikoku
Hiroshima
Osaka
Hachijo Jima
EAST CHINA SEA
RYUKYUS
NANSEI SHOTO
Okinawa
Rettō
TAIWAN (Formosa)
LUZON STRAIT
Hainan
Paracel Is
SOUTH CHINA SEA
Kamranh Bay
Saigon
Lingayen
LUZON
Manila
Mindoro
PHILIPPINE ISLANDS
Leyte
Palawan
Port Princesse
Sulu Sea
MINDANAO
CELEBES SEA
MALAY PENINSULA
Singapore
BORNEO
Balikpapan
Banka
Palembang
SUMATRA
JAVA SEA
JAVA
CELEBES
Soerabaja
Bali
Lombok
Flores
Molukka Sea
BANDA SEA
Ambon
Halmahera
Morotai
Sansapor
Biak
TIMOR
TIMOR SEA
Melville I
Darwin
ARAFOERA SEA
Gulf of Carpentaria
AUSTRALIA
Townsville
To Brisbane
NEW GUINEA
Hollandia
Wewak
Port Moresby
Lae
ADMIRALTY IS
Manus
Emirau
NEW IRELAND
Kavieng
Rabaul
NEW BRITAIN
Bougainville
Green Is
SOLOMON ISLANDS
Guadalcanal
San Cristobal
Santa Cruz Is
CORAL SEA
Espiritu Santo I
NEW HEBRIDES ISLANDS
NEW CALEDONIA
Noumea
Loyalty
To Brisbane
INDIAN OCEAN AREA
SOUTHWEST PACIFIC AREA
PACIFIC OCEAN AREA
OGASAWARA GUNTO
Chichi Jima
Bonin Is
Iwo Jima
MARCUS I
MARIANAS ISLANDS
Pagan
Saipan
Guam
Yap
Ulithi Is
Woleai
PALAU IS
Peleliu
Truk Is
Ponape
CAROLINE ISLANDS
Nauru
Ocean I
WAKE I
Taongi Atoll
Eniwetok Is
Kwajalein
Wotje
Majuro
Mille
Jaluit
Maloelap
MARSHALL ISLANDS
Tarawa
Makin
GILBERT ISLANDS
Howland I
Baker I
ELLICE IS
Nanomea
Funafuti
Rotuma
FIJI ISLANDS
Nandi
Suva
TONGA IS
SAMOA IS
Upolu I
UNION IS
PHEONIX IS
Canton Is
Christmas I
Jarvis I
Palmyra I
Washington I
Fanning I
Danger Is
Nassau
Suvarov Is
Palmerston Is
COOK IS
Johnston I
French Frigate Shoals
MIDWAY I
HAWAIIAN ISLANDS
OAHU
Pearl Harbor
HAWAII
Komandorski Is
NEAR IS
Attu
Shemya
RAT IS
Kiska
Amchitka
Adak
ANDREANOF IS
ALEUTIAN ISLANDS
Umnak
FOX IS
Cold Bay
Dutch Harbor
To Seattle
1691
585
1876
3007
2159
3338
1134
1029
764
999
1266
1330
787
1230
1191
735
995
2356
2082
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855
194
589
1134
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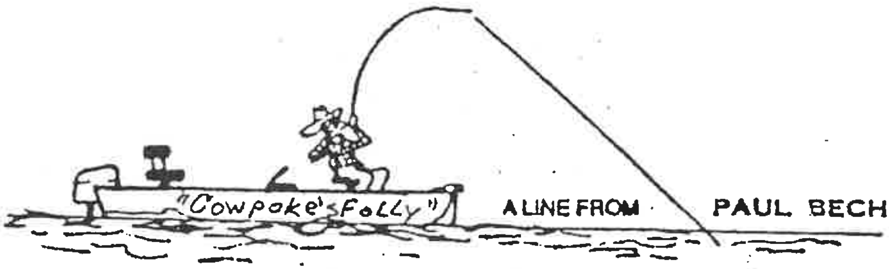

A LINE FROM PAUL BECHTEL

March 15, 1995

Dear Martin,

I found your 10 March '95 note with attachments very interesting and it all will go into the files.

Meanwhile, I have run across a couple of more combat reports from the 18th Group and have managed to get them reprinted so you will have them. This is some more of the papers I gathered when I visited the Air University a few years back. They were very cooperative to me and I got a lot of dope r.e. the 12th Sqdn. while I was there.

I'm working on my Newsletter now and it takes a good bit of doing, so I'm going to cut this short and dig in. But, "Thanks Again" for the info. I'll take good care of it.

Paul

Second Quarter
1943

AUTH: Hq 18th Fi Gp.
Initials:
Date: 6 July 1943

HEADQUARTERS 18TH FIGHTER GROUP
APO # 709

GP-18-HI ③
1 APR 1943

6 July 1943

SUBJECT: Historical Data of 18th Fighter Group for Second Quarter of 1943.

TO : Commanding General Army Air Forces, Washington, D. C. (Thru Commanding General, 13th Fighter Command, APO 708.)

1. In compliance with AR 345-105, November 18, 1929, the following history is submitted for this organization for the second quarter of 1943.

a. ORIGINAL UNIT:
   (1) Designation - completed
   (2) Date of organization - completed
   (3) Place of organization - completed
   (4) Authority for organization - completed
   (5) Sources from which personnel were obtained - completed

P.R.C.

b. CHANGES IN ORGANIZATION:

(1) The Headquarters & Headquarters Squadron was dissolved and Group Headquarters formed by authority contained in General Orders #23, Headquarters Hawaiian Department, dated March 6, 1943. The T. O. for Group Headquarters calls for 22 Officers and 50 Enlisted Men.

(2) By authority contained in General Orders # 88, USAFISPA, dated April 14, 1943, Headquarters 18th Fighter Group was assigned to 13th Air Force. By the same order the following Fighter Squadrons were assigned to the 18th Fighter Group. 12th Fighter Squadron, 44th Fighter Squadron and 70th Fighter Squadron.

(3) By verbal orders the 6th Night Fighter Squadron Detachment was attached to the 18th Fighter Group.

c. STRENGTH:

(1) Headquarters 18th Fighter Group:

	Officers	Enlisted Men
Beginning of period	16	48
April	+ 1	0
May	0	+ 1
June	+ 1	- 1
End of period	18	48

DECLASSIFIED
DOD DIR 5200.9

(2) 12th Fighter Squadron:

	Officers	Enlisted Men
Beginning of period	34	254
April	- 2	- 4
May	- 5	+ 2
June	+ 24	- 3
End of period	51	249

(3) 70th Fighter Squadron:

	Officers	Enlisted Men
Beginning of period	56	220
April	- 4	- 6
May	- 1	+ 41
June	- 11	+ 4
End of period	40	259

(4) 44th Fighter Squadron: (The following is only report available

	Officers	Enlisted Men
May 31st	57	291

(5) 6th Night Fighter Squadron Detachment: (Attached)

	Officers	Enlisted Men
June 30th	13	32

d. Station (permanent or temporary) of units or parts thereof:

(1) Headquarters 18th Fighter Group departed Wheeler Field, T. H., March 6, 1943, and arrived Espiritu Santos, New Habrides, March 10, 1943. Departed Espiritu Santos, April 17, 1943, arrived Guadalcanal same date.

(2) 12th Fighter Squadron - Guadalcanal.
44th Fighter Squadron - Efati, a detachment of Officers and men, Guadalcanal.
70th Fighter Squadron - Guadalcanal, a detachment of Officers and men, Fiji.
6th Night Fighter Squadron Detachment - Guadalcanal.

e. Rescinded.

f. Not applicable to our organization.

g. BATTLES:

(1) April 18th:
70th Fighter Squadron - In a long range interception of enemy bombers over Bougainville, 16 P-38's shot down 3 M/B's and 3 Zeros - Pilots were from both the 18th and the 347th Groups.

(2) April 19th:
6th Night Fighter Squadron - Using night interception for the first time in this area, Lt. Bennett shot down one 2 engine bomber over Guadalcanal. A P-70 type plane, with airborne radar, was used for this mission.

(3) May 13th:
70th Fighter Squadron - Major Kittel, leading a flight of P-38's to intercept a formation of 24 "Zeros" near the Russell Islands, shot down 1"Zero" - Our loss was 1 pilot and plane.

12th Fighter Squadron - In the initial use of a P-38 type plane for night interception over the island, Lt. Smith downed one 2 engine bomber and also one probable. The successful interception was the result of an excellent coordinated plan between the searchlight crews and the pilot. The system was devised by Lt. Col. A. W. Tyer, Commanding Officer of the 18th Fighter Group.

(4) May 19th:

70th Fighter Squadron - In a night interception of enemy bombers over Guadalcanal, Major Kittel, in a P-38 and working in coordination with searchlights, shot down two 2 engine bombers.

(5) May 22nd:

70th Fighter Squadron - While flying a routine search mission, Capt. Frame and his wing man, flying P-39's, spotted a 2 engine bomber and brought it down. This action was South of Rendova Island.

(6) June 5th:

44th Fighter Squadron - (P-40 type planes.) While escorting dive bombers and torpedo bombers to Kihili, the formation was attacked by approximately 25 Jap fighter planes. Lt. Byrnes and Lt. Francis each shot down one "Zero". One of our planes was lost.

(7) June 7th:

44th Fighter Squadron - In intercepting a force of 40 - 50 Jap fighters near the Russell Islands, eight "Zeros" were downed. Two "Zeros" each were shot down by Capt. Westbrook, Lt. Matsoe, and Lt. Parker. One "ZERO" each was downed by Lt. Bade, and Lt. Nawlander. One plane lost, but the pilot was saved.

(8) June 10th:

12th Fighter Squadron - A flight of P-38's was sent to intercept enemy bombers off the coast of Malaita Island. Only one bomber was sighted and Lt. White brought it down.

(9) June 12th:

44th Fighter Squadron - An enemy force estimated at 45 "Zeros" was intercepted by our planes in the vicinity of the Russell Islands. Capt. Westbrook and Lt. Byrnes each shot down 1 "Zero".

12th Fighter Squadron - In this same battle, Lt. Honaker, in a P-38, shot down one "Zero".

(10) June 16th:

44th Fighter Squadron - In the biggest aerial battle of the war in the Pacific to this date, 10 "Zeros and 10 dive bombers were shot down. The Japs, with approximately 66 "Zero" fighters and 50 dive bombers, were attempting a heavy attack against shipping off Guadalcanal. In the fierce fighting, 10 "Zeros" were downed, 2 each by Lts. Gladen, Byrnes and Bunderson, and 1 each by Lts. Bade, Holman, Tarbet, and Head. Ten dive bombers were downed, 2 each by Lts. Head and Gaunt, and 1 each by Capt. Norris, Lts. Wood, Lesicka, Jennings, Shuler, and Currey. In the battle, one pilot was lost.

(11) June 30th:

44th Fighter Squadron - While covering troop landings on Rendova Island, from a formation of 14 Jap float bi-planes, 7 were shot down. Lt. Head received credit for $1\frac{1}{2}$ planes, Lts. Lesicka, Hay, Bade, and Macklin, one each, and Lt. Krohn $\frac{1}{2}$.

70th Fighter Squadron - While taking part in the same battle, flying P-40's, Capt. Walters downed 3 and Capt. Harper 1 of the force of float bi-planes.

(12) Summary: (See attached page at end of report.)

h. Not applicable to our organization.

i. Losses in action, Officers and men:

12th Fighter Squadron:
April 29, 1943:
(1) While escorting a photo plane to Bougainville, Lt. G. Whittaker was forced down by engine trouble. Listed as Missing in Action.
(2) May 13, 1943. Interception of enemy fighters over Russells area. First Lieutenant J. H. Gill was shot down and listed as Killed in Action.

44th Fighter Squadron:
(1) June 5, 1943. After engaging in a fighter sweep to Kahili, 1st Lt. Ralph J. Sooter failed to return, and is listed as Missing in Action.
(2) June 16, 1943. Interception of fighters and bombers near Guadalcanal, 2nd Lt. John Q. Tedder was seen to crash into another plane, and is listed as Killed in Action.

70th Fighter Squadron:
(1) June 18, 1943. Cpl. Edward W. Seale was killed when guns of plane on ground were accidentally fired.

j. Miscellaneous:

(1) This Group was stationed at Wheeler Field, T. H. on December 7, 1941. After the Japanese attack on the field the Group took an active part in the rebuilding of the island's defense. Squadrons were disbursed to various fighter strips both within the Hawaiian Island group and outside of that group. Member squadrons were stationed on Midway Island in June 1942 and on Canton Island in September 1942.

(2) At one time the Group included seven tactical Fighter Squadrons, one Fighter Control Squadron and two Ordnance Companies with a total strength of approximately 1850 officers and enlisted men. One of these tactical squadrons was among the first to be designated by the Army Air Forces as a Night-Fighter Squadron. It was equipped with P-70 airplanes and successfully experimented with operations and tactics which led to its being chosen to pioneer in the combat zone. The Fighter Control Squadron was

likewise a pioneer in its field and remains the nucleus of the Fighter Control in the Hawaiian Department.

(3) In January 1943 one of the squadrons made the longest over-water flight for land-based single-engine fighter aircraft completed to that date, flying from Oahu, T. H., to Midway to relieve the Squadron which had been at Midway for seven months.

(4) Since arriving at this station, the Group has assumed duties not ordinarily those of a Fighter Group. This Group handles the Field administration as well as the tactical duties. The Group Commanding Officer, Lt. Col., A. W. Tyer, is also C. O. of the 13th Fighter Command Detachment at this station, and is in charge of all Army fighter planes on the island.

(5) An extensive construction program is well under way. With the completion of a second runway and additional dispersal areas the operational capacity of the field has been approximately doubled. In addition, new roads have been completed and old roads improved. New mess halls for both officers and enlisted men have been built to adequately feed the increased number of men assigned to this field. When this Group arrived, pilots were living in open tents, enduring the mosquitoes, rain, and mud. To improve their living conditions, Quonset Huts and tents placed over a screened wooden frame have been erected. It is felt that this has resulted in increased combat efficiency of the pilots. Enlisted men's tents have been, and are being improved as rapidly as possible.

(6) Operationally, Army fighter planes are controlled by a Marine Air Wing, which is under the command of a Naval Admiral. A high degree of cooperation between all Army, Navy, and Marine air units has made possible combined operations using each type of plane available for those missions to which it is best suited.

(7) The success of combat tactics is shown in that pilots of this Group, since April 14, have averaged 13 enemy planes shot down to 1 of our planes lost in combat. In order to combat night bombing raids, P-70's and P-38's have been effectively used. With the P-70's, equipped with air borne radar, ranging over water, and P-38's over the island to shoot down bombers caught in the search lights, an estimated 20% of all enemy bombers approaching the island at night have been shot down. As the result, night bombings have practically ceased.

(8) No Service Squadron had been assigned to this field, thus placing the burden of plane repairs on the Fighter Squadron personnel. With limited facilities available for this work, all echelons of repair possible have been made, and a high percentage of planes damaged in combat or in operational accidents have been repaired and placed in commission within a short time.

(9) Morale building activities have taken an important place in this Group. To supplement the picture shows, regularly scheduled band concerts are held at this Field, and all personnel, whose duties permit, are urged to attend. Softball, horse-shoes and other athletic equipment are available as morale builders as well as furnishing a means of exercise.

(10) Due to necessity for sending pilots to rear areas for rest after six to eight weeks in the advanced zone, there are always pilots of the 347th Group at this station. For this reason, there is the closest intermingling of the two groups. The summary under par. 12, is therefore, more accurately a summary of the XIII Fighter Command than it is of the 18th Fighter Group. All airplanes used on the above missions were assigned to units of this Group and maintained by enlisted men of the 18th Group, except for a detachment of 29 men from the 347th Group.

Joseph H. Wilson

JOSEPH H. WILSON,
1st Lt., Air Corps,
Ass't S-2.

12. SUMMARY:
Total number of planes shot down by pilots assigned to Squadrons of this Group during period 14 April to 30 June Incl.:

	"Zeros"	2 engine bombers	Dive bombers	Float planes	Total	Losses
6th Night Fighter Squadron		1			1	
12th Fighter Squadron	1	2			3	1
44th Fighter Squadron	22		10	7	39	3
70th Fighter Squadron	2	4		4	10	
Total for entire Group	25	7	10	11	53	4

Total number of planes shot down by pilots assigned to the 347th Fighter Group, but attached to Squadrons of this Group for flying while at this station, during period 14 April to 30 June Incl.:

	"Zeros"	2 engine bombers	Dive bombers	Float planes	Total	Losses
347th Fighter Group	23	3	5	0	31	1

BROCHURE

USAF HISTORICAL RESEARCH AGENCY - MAXWELL AFB ALABAMA

(SOURCE OF GROUP REPORTS)

INTRODUCTION

The Air Force Historical Research Agency is the repository for Air Force historical documents. The Agency's collection, begun in Washington, DC, during World War II, moved in 1949 to Maxwell Air Force Base, the site of Air University, to provide research facilities for professional military education students, the faculty, and visiting scholars. It consists today of over 60,000,000 pages devoted to the history of the service, and represents the world's largest and most valuable organized collection of documents on US military aviation. In February 1991, the Agency became a Field Operating Agency of the Air Force.

Except for documents that are classified or otherwise restricted, the Agency's collection is open to the public, and visitors are welcome. More than eighty-five percent of the Agency's pre-1955 holdings are declassified; under guidance from Headquarters Air Force, the Agency systematically reviews documents for downgrading or declassification. The Agency's collection is also recorded on 16mm microfilm, with microfilm copies deposited at the National Archives and Records Administration, Washington, DC, and at the Center for Air Force History, Bolling AFB, DC.

The collection consists of two broad categories of materials that are used for a variety of purposes:

Unit Histories. The major portion of the collection consists of unit histories that the various Air Force organizations have prepared and submitted periodically since the establishment of the Air Force History Program in 1942. Reporting requirements have changed from time to time over the years, and the submissions vary in quality. Taken as a whole, however, the unit histories, with their supporting documents, provide remarkably complete coverage of Air Force activities.

Special Collections. The coverage provided by unit histories is supplemented by special collections, including historical monographs and studies; oral history interview transcripts; End-of-Tour Reports; personal papers of retired general officers and other Air Force personnel; reference materials on the early period of military aviation; course materials of the Air Corps Tactical School of the 1920s and 1930s; working documents of various joint and combined commands; miscellaneous documents or collections of various organizations, including the US Army, British Air Ministry, and German Air Force; USAF individual aircraft record cards; and a large collection of material relating to USAF activities in the war in Southeast Asia and Operations Desert Shield and Desert Storm.

The Agency accessions approximately 2,000,000 pages of historical material each year, including annual and quarterly histories of Air Force units as well as additions to the special collections. Working closely with the Air Force Historian and the historical offices of the major commands, the Agency conducts an oral history program to record important historical data that otherwise would be lost. The Agency gives special attention to the acquisition of personal papers of value for documenting Air Force and airpower history.

Over the years, the Agency's collection has been used by the Air Force for preparation of plans, development of programs, analyses and evaluations of operations, staff studies on many subjects, textbooks and other course materials for Air Force schools, student papers and theses, orientation and indoctrination of personnel, and many other purposes. The collection has provided information regarding military aviation in general and the US Air Force in particular to the Congress, the military services, and other government agencies. The collection has been used extensively by scholars, students, and writers, for books and monographs, master's theses, doctoral dissertations, magazine articles, and TV and movie scripts.

INFORMATION FOR RESEARCHERS

Location. The Agency shares Building 1405 with the Air University Library, located in the middle of Chennault Circle at Maxwell Air Force Base, Montgomery, Alabama.

Hours. The Agency is normally open to researchers from 8:00 a.m. to 4:45 p.m., Monday through Friday (except for Federal holidays) and Saturdays by appointment.

Base Entry. Researchers may be required to register at the Maxwell Visitors Center prior to entering the base. Identification and proof of automobile insurance must be presented.

Unclassified Research. Unclassified documents in the Agency are available to the public and citizens of the United States need no special authorization to use them. Foreign nationals, however, must submit their request to visit the Agency (giving details of their proposed project) through their respective embassy in Washington, DC, for transmission to the International Affairs Division, Headquarters Secretary of the Air Force (SAF/IADD), Washington, DC 20330-1000. The processing of such applications usually takes between 6 to 8 weeks.

Third Quarter
1943

S E C R E T
AUTH: Hq 18th Fi Gp.
Initials:
Date: 3 October 1943.

P.R.C.

HEADQUARTERS 18TH FIGHTER GROUP AAF
APO # 709

1 October 1943

SUBJECT: Historical Data of 18th Fighter Group for the Third Quarter of 1943.

TO : Commanding General Army Air Forces, Washington, D. C. (Thru Commanding General, XIII Fighter Command, APO # 719.)

1. In compliance with AR 345-105, November 18, 1929, the following history is submitted for this organization for the third quarter of 1943.

a. ORIGINAL UNIT:
(1) Designation - completed
(2) Date of organization - completed
(3) Place of organization - completed
(4) Authority for organization - completed
(5) Sources from which personnel were obtained - completed

b. CHANGES IN ORGANIZATION:

(1) Small change in Table of Organization was made in the addition of a Warrant Officer and a few changes in grade of Enlisted Men. (see C-1, T/O 1-12, dated 10 February 1943)

c. STRENGTH:

(1) Headquarters 18th Fighter Group:

	Officers	Enlisted Men
Beginning of period	19	48
July	- 2	0
August	- 1	+ 1
September	0	- 1
End of period	16	48

(2) 70th Fighter Squadron:

	Officers	Enlisted Men
Beginning of period	50	260
July	+ 1	0
August	+ 14	+ 1
September	- 3	+ 4
End of period	62	265

(3) 12th Fighter Squadron:

	Officers	Enlisted Men
Beginning of Period	51	249
July	- 2	- 1
August	+ 20	+ 3
September	+ 2	0
End of period	71	251

(4) 44th Fighter Squadron: (The only report available)

	Officers	Enlisted Men
July 1	68	269
End of period September 30	69	269

(5) 6th Night Fighter Squadron:

	Officers	Enlisted Men
Beginning of period	13	32
July	- 1	0
August	+ 7	+ 60
September	+ 2	+ 2
End of period	21	94

d. STATION:

(1) Headquarters 18th Fighter Group - Guadalcanal
12th Fighter Squadron - Guadalcanal
44th Fighter Squadron - Effate Island, New Hebrides, a detachment of Officers and Men - Guadalcanal
70th Fighter Squadron - Guadalcanal
6th Night Fighter Squadron Detachment - Guadalcanal

e. Rescinded

f. Not applicable to our organization

g. BATTLES:

(1) July 1, 1943

44th Fighter Squadron - In an interception of enemy planes over shipping at Rendova Harbor, 8 P-40F's shot down 2 "Haps" Type 0 Mk 2 SSF, 4 "Zekes" Type 0 Mk 1 SSF, 8½ "Vals" Type 99 D/B. Our loss - 1 P-40F and 1 pilot missing.

(2) July 3, 1943

12th Fighter Squadron - Pilots of the 347th Fighter Group attached to 12th Fighter Squadron flying P-38's intercepted enemy planes west and north of Rendova Island and shot down 3 "Zekes" Type 0 Mk 1 SSF and 2 "Haps" Type 0 Mk 2 SSF. Our loss was 3 P-38's and 3 pilots missing.

(3) July 5, 1943

44th Fighter Squadron - In furnishing air cover for troops and shipping in the Rendova area 15 P-40F's were jumped by 20-30 "Zeros". 3 of the P-40's shot down 2"Zekes" Type 0 Mk 1 SSF. Our losses - 1 P-40F. Pilot was picked up.

(4) July 9, 1943

68th Fighter Squadron. (Attached to 18th Fighter Group) Over Rendova Harbor one P-39 shot down 1 "Zeke" Type 0 Mk 1 SSF. Our loss - none.

(5) July 11, 1943

68th Fighter Squadron. (Attached 18th Fighter Group) In protecting our operations in Rice Anchorage and Kula Gulf, 20 "Zekes" attacked 8 P-39's. One P-39 shot down 1 "Zeke" Type 0 Mk 1 SSF and was later shot down himself. He was picked up after 4 days and 5 nights in a rubber boat.

(6) July 12, 1943

44th Fighter Squadron - Seven P-40's attacked 12 Zeros over Munda shooting down 3. Our loss - 1 P-40 - Pilot picked up.

6th Night Fighter Squadron - In a night interception over the Russell Islands, Lieutenant Tuttle flying a P-38 shot down 1 Type 01 M/B "Betty".

(7) July 15, 1943

44th Fighter Squadron - Over Blackett Strait, 1st Lt. F. L. Gaunt led 7 P-40's into approximately 60-70 enemy planes, shooting down 11 "Zekes", 1 "Kate" Type 97/3 T/B, ½ "Betty" Type 01 M/B. Lt. Lesicka shot down 3 "Zekes", 1 "Kate" and ½ "Betty". Marine pilot received credit for other ½ while Lt. Gaunt destroyed 3 "Zekes". Our losses - 1 P-40 and F/O Murray, Killed in action.

(8) July 17, 1943

6th Night Fighter Squadron - Over Guadalcanal in a nite interception, Lt. Harrell flying a P-38 shot down 1 Type 01 M/B "Betty".

44th Fighter Squadron and 339th Fighter Squadron, 347th Group. While covering B-24's on a bombing attack on shipping in harbor near Kahili our P-40's and P-38's were attacked by approximately 30 Zeros and Haps. 4 Zeros and 1 Hap were shot down. Our loss was 2 P-38's and 1 pilot. The other pilot, Lt. King, returned after 2 months hiding on a small island.

(9) July 25, 1943

* 44th Fighter Squadron and 12th Fighter Squadron - Captain J. D. Voss leading 7 P-40's and Captain Allan Moore leading 8 P-39's were on patrol over Munda - Rendova area when the Fighter Director called bogies 65 miles out. 5 Zeros were confirmed shot down. Our loss - 1 P-39, Pilot returned.

(10) August 1, 1943

44th Fighter Squadron - 6 P-40's made enemy contact while escorting bombers. Lt. Shuler shot one Zero down. Our loss - 1 P-40 and pilot missing.

(11) August 4, 1943

44th Fighter Squadron - 1st Lt. Head leading 9 P-40's intercepted about 25 Zeros and 2 Type 3 Fighters. 8 of these Zeros were shot down while our loss was none.

(12) August 7, 1943

44th Fighter Squadron - While protecting the Rendova - Munda area from incoming enemy planes 8 P-40's contacted about 40 Zeros. 3 Zeros were shot down. Our loss - none.

(13) August 10, 1943

44th Fighter Squadron and 68th Fighter Squadron, 347th Fighter Group - Lt. Shuler leading 4 P-40's and 3 P-39's lead by Captain Kuntz contacted 30-40 Zeros and Haps. Lt. Shuler shot down 1 Hap., Lt. Gombert crashed his P-39 in the water at Segi after being shot up. Pilot picked up.

(14) August 12, 1943

44th Fighter Squadron - Escorting bombers to Kahili, 8 P-40's contacted 40-50 Zeros. One of these was shot down by F/O Cosgrave. Lt. G. R. Smith was shot down over Choiseul and was taken care of by a coast-watcher and natives after a 4 day walk in the jungle.

(15) August 14, 1943

6th Night Fighter Squadron - Lt. Harrell in a P-38 shot down a Type 1 M/B "Betty" over the Russells which was illuminated by search lights.

(16) August 15, 1943

6th Night Fighter Squadron - Scrambled at 2300 Lt. Meigs shot down 1 Type 1 M/B "Betty" over Guadalcanal.

(17) August 15, 1943

44th Fighter Squadron - Covering landing operations on Vella LaVella Island, Captain Gaunt and Lt. Cox shot down 1 Zero each while Lt. Kester shot down 1 Hap.

(18) August 15, 1943

44th Fighter Squadron and 12th Fighter Squadron - 4 P-39's led by Captain Nichols and 4 P-40's lead by Lt. Robb contacted enemy planes over Vella LaVella. Captain Nichols shot down 1 Zero. Lt. Robb was shot down and is missing in action.

(19) August 30, 1943

12th Fighter Squadron and 44th Fighter Squadron - Escorting B-24's over Kahili, 9 P-39's and 2 P-40's made contact with 40-50 Zeros. After shooting down 1 Zero Captain Stratton in a P-39 was hit and had to lag behind with his wing man, F/O Moore, for cover. 6 Zeros closed in and F/O Moore shot 2 of these down but the others shot Captain Stratton down. Lt. Fowler and Lt. Capa each got one Zero.

(20) August 31, 1943

44th Fighter Squadron - Patroling over shipping at Barakoma, Vella LaVella, 4 P-40's made contact with 10-15 enemy planes. 5 Type 99 D/B "Val" were shot down and 2 "Val" probable. 3 of these were scored by Lt. Gladen.

(21) September 6, 1943

12th Fighter Squadron and 68th Fighter Squadron, 347th Fighter Group - On a mission to strafe a suspected radar position on Morgusiai Island, 7 P-39's led by Captain Kuehnle were intercepted by 25 "Zekes". F/O Workman shot one of these down. Lt. Capa and F/O Payne are missing.

(22) September 14, 1943

* 44th Fighter Squadron - In escorting B-24's over Kahili, Captain Wheadon's flight made contact with 10-12 Zeros. Captain Wheadon scored one of these but Lt. Sacket and Lt. Borders are missing in action. Lt. Jordan made a crash landing at Segi, went into the ocean and was drowned.

(23) September 15, 1943

12th Fighter Squadron - 10 P-39's led by Captain W. E. Smith escorted SBD's to Ballale Island. Lt. P. P. Wells shot down 1 Zero and split another with Lt. Mein.

(24) September 16, 1943

* 44th Fighter Squadron - While searching for a pilot northwest of Vella LaVella, a flight of P-40's spotted a Jap single wing float plane. Diving on it Lt. C. P. Taylor fired bullets into the cockpit causing it to explode.

(25) September 18, 1943

* 44th Fighter Squadron - Captain Head leading a flight of 4 P-40's on a patrol mission spotted 2 lone Zeros. Captain Head was credited with shooting one while Lt. Works got the other.

(26) September 21, 1943

6th Night Fighter Squadron - Lt. Meigs at 0400 shot down a "Betty" bomber and a minute or two there after shot down another "Betty".

(27) September 23, 1943

339th Fighter Squadron 347th Fighter Group - P-38's escorting bombers to Kahili contacted approximately 40 Zeros. Lt. Howie was credited with one Zeke".

(28) September 27, 1943

12th Fighter Squadron - 4 P-39's led by Lt. Honaker strafed and destroyed 4 barges at Bambatan Choiseul Island.

(29) September 30, 1943

339th Fighter Squadron 347th Fighter Group - Escorting B-24's over Kahili, the P-38's shot down 2 Zeros.

(30) SUMMARY: (See attached report)

* Pilots of the 70th Fighter Squadron were flying with the 44th Fighter Squadron.

h. Not applicable to our organization.

i. Losses in action, Officers and Men.

44th Fighter Squadron

(1) July 1, 1943 - Interception of enemy planes over Rendova, 1st Lt. Carl E. Newlander was shot down and is missing.

(2) July 15, 1943 - F/O Andrew E. Murray was killed in action over Blackett Strait.

(3) August 15, 1943 - 1st Lt. Robert J. Robb is missing in action from combat over Vella LaVella.

(4) September 14, 1943 - 1st Lt. Charles T. Sacket is missing in action from action over Kahili.

70th Fighter Squadron

(1) August 26, 1943 - 2nd Lt. Joseph W. Hill is missing in action in fighter escort for B-24's on Kahili strike.

(2) September 14, 1943 - 1st Lt. Andrew J. Borders is missing in action in fighter escort for B-24's on Kahili strike.

(3) September 14, 1943 - 2nd Lt. Darrel C. Jordan, killed in action when his badly shot up plane crashed into water as he came in for landing at Segi.

(4) July 27, 1943 - Cpl. Marion L. Sexton, killed in accidental explosion of laundry equipment at Guadalcanal.

6th Night Fighter Squadron

(1) August 16, 1943 - 2nd Lt. William E. Pinkstaff, killed in operational accident.

12th Fighter Squadron

(1) July 27, 1943 - 2nd Lt. Charles E. Frush, killed in action while on strafing mission.

(2) August 18, 1943 - 2nd Lt. Jack D. Eddy, missing in action over Gizo Island, Solomons.

(3) August 30, 1943 - Captain Eldon E. Stratton, killed in action on Kahili bombing mission.

(4) September 12, 1943 - 2nd Lt. William I. Steinbeck, killed in action while taking off for interception at Segi Field.

j. MISCELLANOUS:

(1) Since arrival at this station, this group assumed duties not ordinarily those of a fighter group. The group handles the field administration as well as the tactical duties. The group commanding officer, Colonel A. W. Tyer, is also commanding officer of the field. Colonel Tyer was awarded the Legion of Merit by the Commander of the South Pacific, for his development of night fighter tactics.

(2) The group participated in the capturing of New Georgia, Vella LaVella, Rendova and Vanguno Islands. Cover for the bombers and fighter sweeps made by pilots of this group helped to soften the enemy before the ground movements were made in the taking of these important islands.

(3) The extensive construction program which was instituted by this group last April has been completed. With the addition of a new coral runway and bigger dispersal areas, the operational capacity of this field has improved 100%. The living conditions, although improved, have been crowded with

new troops. With the ocean on the front, a swamp on one side and in back, one ridge remains on which adequate housing can be built. This ridge has been filled to capacity. The new mess halls built for the enlisted men were eredted to accomodate the rapid increase in personnel. This has been done effectively. Some enlisted men's tents have been improved with addition of wooden floors and screening. Quonset huts and screened-in tents house the pilots and ground officers. The mess hall for the officers is one of the best in the South Pacific Area. An addition was built on the officer's mess which is used for a day room. It includes a ping pong table, books, magazines, and a radio-phonograph. It is felt that the general improvement in living conditions resulted in increased combat efficiency of the pilots.

(4) Operationally, army fighters are now controlled by a fighter command, which is under the command of an Army General. A high degree of cooperation between all air units, army, navy and marine, has made combined operations possible, using each type of plane available for those missions to which it is best suited.

(5) The success of combat tactics for this period is shown in that pilots of this group, since July 1, have averaged 9 enemy planes to 1 of ours lost in combat. P-38's used in conjunction with searchlights have shot down approximately 15 to 20% of all enemy bombers which are known to have flown over Guadalcanal at night.

(6) A service squadron has been assigned to this field, thus lessing the burden of 3rd and 4th echelon plane repairs on the tactical squadrons personnel. As a result the crews of the tactical squadrons have been able to function more efficiently. In addition the service squadron is able to accomplish some of the more difficult repair jobs formerly beyond the scope of squadron repair because of a lack of the necessary equipment.

(7) Morale building activities have increased considerably. "Camp Shows" have made several appearances in addition to regular scheduled moving pictutes. Also bands from other units have made appearances from time to time. Volley ball, baseball and other athletic equipment are available for the use of personnel. Post exchanges are being established at this station. Supply is limited, but it is expected to increase. This will help a great deal in raising morale of the men.

(8) After pilots have flown an allotted time and have been in the advance zone for a period of 6 to 8 weeks, they are sent to the rear area for a rest. As an integral part of this plan, pilots of the 347th Fighter Group are available at this station for duty. The battles listed in this summary have therefore included those battles in which the other Fighter Group under command of XIII Fighter Command took part. All airplanes flown from this station are assigned to units of this group and are maintained by enlisted men of the 18th Fighter Group.

Richard R. Canaday
RICHARD R. CANADAY,
1st Lieut., Air Corps,
Ass't, S-3.

30. SUMMARY:

Total number of planes shot down by pilots assigned to Squadrons of this group during period 1 July to 30 September 1943, Incl:

	Zeros	2 engine bombers	Torpedo bombers	Dive bombers	Float planes	Total	Losses
6th Night Fighter Squadron		6					
12th Fighter Squadron	6					6	
44th Fighter Squadron	38½	½	1	13½		53½	6
70th Fighter Squadron	5½			1	1	7½	2
Total for entire Group	50	6½	1	14½	1	73	8

Total number of planes shot down by pilots assigned to the 347th Fighter Group, but attached to Squadrons of this Group for flying while at this station, during period 1 July to 30 September 1943. Incl:

	Zeros	Total	Losses
347th Fighter Group	18	18	6

1 August through 31 August — 1945 PEACE !

S E C R E T

HEADQUARTERS 18TH FIGHTER GROUP (TE)
APO 719-4

1 September 1945.

SUBJECT: Historical Record of Organization.

THRU : Commanding General XIII Fighter Command, APO 719-1.
Attention: Historical Officer.

TO : Commanding General, Thirteenth Air Force, APO 719.
Attention: Historical Officer.

1. In compliance with Thirteenth Air Force Regulation No. 80-15, Headquarters, Thirteenth Air Force, 14 August 1944, Section II Paragraphs a, b, c, and d; the following history is submitted for the period of 1 August 1945 through 31 August 1945:

2. OUTLINE FACTS

a. Organization of Unit:
(1) Original designation, or change in designation of units: Completed.
(2) Date and place of activation of unit: 11 January 1927, Wheeler Field, Hawaii.
(3) Sources from which personnel are drawn, original cadre and fillers: Completed.
(4) Activation, assignment, attachment, transfer, reorganization of units, changes caused by T/O etc: Completed.
(5) Strength, personnel:

Hq. 18th Fighter Group (TE)	FLYING		GROUND	
	EM	O	EM	O
(a) At beginning of period	0	10	67	24
(b) Net increase or decrease	0	0	+3	0
(c) At end of period (25 Aug)	0	10	70	24
(d) Total (EM and O)	10		94	

12th Fighter Squadron (TE)	FLYING		GROUND	
	EM	O	EM	O
(a) At beginning of period	6	52	247	8
(b) Net increase or decrease	0	-5	+24	0
(c) At end of period (25 Aug)	6	47	271	8
(d) Total (EM and O)	53		279	

44th Fighter Squadron (TE)	FLYING		GROUND	
	EM	O	EM	O
(a) At beginning of period	3	49	268	10
(b) Net increase or decrease	0	+2	+18	-1
(c) At end of period (25 Aug)	3	51	286	9
(d) Total (EM and O)	54		295	

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2. a. (5) Strength, personnel: (Cont'd)

70th Fighter Squadron (TE)

	FLYING		GROUND	
	EM	O	EM	O
(a) At beginning of period	3	45	269	11
(b) Net increase or decrease	0	0	+10	0
(c) At end of period (25 Aug)	3	45	279	11
(d) Total (EM and O)	48		290	

Total for the Group:

	FLYING		GROUND	
	EM	O	EM	O
(a) At beginning of period	12	156	851	53
(b) Net increase or decrease	0	-3	+55	-1
(c) At end of period (25 Aug)	12	153	906	52
(d) Total (EM and O)	165		958	

(6) Strength, airplanes:

12th Fighter Squadron (TE)

(a) At beginning of period: 28 P-38L's; 1 P-38J; 1 B-25; 1 C-47.

(b) Net increase or decrease during period, by types, including number lost:

1. Through combat by types: None
2. On ground through enemy action by types: None
3. Through accident, wear, age or transfer: 1 P-38J; 4 P-38L's.
4. New planes received: 1 AT-6.

(c) Number at end of period: 24 P-38L's; 1 B-25; 1 C-47; 1 AT-6.

44th Fighter Squadron (TE)

(a) At beginning of period: 1 P-38J; 29 P-38L's; 1 C-47.

(b) Net increase or decrease during period, by types, including number lost:

1. Through combat by types: None
2. On ground through enemy action by types: None
3. Through accident, wear, age or transfer: 1 P-38J; 2 P-38L's.
4. New planes received: 1 AT-6.

(c) Number at end of period: 27 P-38L's; 1 C-47; 1 AT-6.

70th Fighter Squadron (TE)

(a) At beginning of period: 26 P-38L's.

(b) Net increase or decrease during period, by types, including number lost:

1. Through combat by types: None
2. On ground through enemy action by types: None
3. Through accident, wear, age or transfer: 1 AT-6; 3 P-38L's.
4. New planes received: 1 AT-6; 2 P-38L's; 1 C-47.

(c) Number at end of period: 25 P-38L's; 1 C-47.

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2. a. (6) Strength, airplane (Cont'd):

Total for the group:
(a) At beginning of period: 1 B-25; 2 C-47's; 83 P-38L's; 2 P-38J's.
(b) Net increase or decrease during period, by types, including number lost:
1. Through combat by types: None
2. On ground through enemy action by types: None
3. Through accident, wear, age or transfer: 1 AT-6; 9 P-38L's; 2 P-38J's.
4. New planes received: 3 AT6's; 1 C-47; 2 P-38L's.
(c) Number at end of period: 2 AT6's; 1 B-25; 3 C-47's; 76 P-38L's;..

(7) Names of key personnel and changes during period:
Lieutenant Colonel Bill Harris assumed command 1 August 1945 vice Colonel Harry L. Donicht, transferred to XIII Fighter Command.
Lieutenant Colonel Thomas O. Crandall appointed Deputy Commander vice Lt. Colonel Harris relieved.
Major Roger W. Nordquist appointed Operations Officer vice Lt. Colonel Crandall relieved.

(8) Units assigned, attached, transferred, etc: No change.

b. Command relationships, including changes with:
(1) Next highter headquarters: XIII Fighter Command.
(2) Subordinate units:
(a) 12th Fighter Squadron (TE)
(b) 44th Fighter Squadron (TE)
(c) 70th Fighter Squadron (TE)
(3) Other services: None.

c. Resume of movements:
(1) Date of arrival at, and departure from, each station: None
(2) Changes of station and purpose therefor: None

d. Name of campaign (or battles) participated in: Philippine Liberation Campaign, Borneo Campaigh.

e. Chief military missions, sorties, engagements with names and places:
(1) 1 August --- Twelve planes of the 44th squadron and four planes of the 12th squadron dive bombed and strafed Jap concentrations in the vicinity of Upian, Mindanao. Twelve 500-lb RDX bombs were dropped in the target area.

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2. e. Chief military missions, etc (Cont'd):

(2) 1 August --- Seven planes of the 12th Squadron flew to Soerabaja, Java, staging enroute and return at Sempinggan Field, Borneo. Thirty-eight locomotives were destroyed by strafing. Heavy ack ack was encountered and three planes were holed.

(3) 1 August --- Fifteen planes of the 70th squadron fire bombed the Kibawe Trail area of Mindanao with excellent results putting 19 fire bombs in the target area.

(4) 4 August --- Eight planes of the 44th squadron dive bombed Jap gun positions near Mt. Data in Northern Luzon, scoring direct hits.

(5) 4 August --- Seven planes of the 70th squadron strafed what appeared to be Sugar Charlies in Soerabaja Harbor. They turned out to be derelicts.

(6) 5 August --- Fourteen planes of the 44th squadron fire bombed Jap troop concentrations in a ravine Northeast of Baguio in Northern Luzon. Planes also strafed. Results were unobserved.

(7) 5 August --- Seven planes of the 70th squadron dive bombed in ground support near Atok in Northern Luzon and strafed with excellent results.

(8) 5 August --- Six planes of the 12th Squadron fire bombed near Atok in Northern Luzon in ground support. All bombs hit in target area. Planes also strafed.

(9) 7 August --- Six planes of the 44th squadron dive bombed Jap shipping in the harbor of Soerabaja, Java. One destroyer and one large freighter were damaged. Moderate ack ack was experienced. The flight staged through Sempinggan, Borneo.

(10) 9 August --- Eight planes of the 70th squadron took off at 0630 to dive bomb and fire bomb in ground support near Bagabag, Northern Luzon. They staged through Clark Field and Mindoro. They were vectored to a valley 20 miles Northeast of Baguio but cloud coverage prevented attack and bombs were jettisoned in the water Northwest of Lingayan. This was the 18th Group's last combat mission of World War II.

f. Losses in Action:

12th Fighter Squadron (TE): Second Lieutenant Robert H. Wilkening, killed in action 19 August 1945. While on training mission the plane went into a spin between Basilin Island and Zamboanga and crashed into the sea. Cause unknown.

g. Awards to, and decorations of, members of reporting unit:

Lt. Colonel Bill Harris, 21st Oak Leaf Cluster to Air Medal for downing an Oscar over SW Celebes. (GO 1789, FEAF).

Captain Jerome R. Heyer, 3rd Oak leaf Cluster to Air Medal for sustained operational missions. (GO 1779, FEAF).

Corporal Leon Kabenoff, Soldier's Medal for saving a soldier from drowning in Lingayan Gulf, Luzon on 21 Jan 45. (GO 1829, FEAF).

3. NARRATIVE ACCOUNT

Background

Beginning of August found the war in the Pacific rushing to a climax. American airpower was ripping Japanese industry to shreds, the Jap Navy had almost ceased to exist, a virtual blockade of the Jap homeland had been established, and a mighty invasion force was forming for the Nippon beachheads. To the South, Balikpapan had been secured and with it an airport useful as a refueling point in missions from the Philippines to Java.

In the Philippines the Japs had been broken into isolated pockets of resistance in the mountains of Northern Luzon and Mindanao.

Peace

As August began calamity piled up for the Japs. First the Russians declared war and invaded Manchuria and second the wraps were pulled off the atomic bomb and two Jap cities felt its weight. After Nagasaki was blasted by the second bomb the Nipponese finally were overcome by a profound longing for peace and announced they were willing to accept unconditional surrender on the condition that the Emperor be allowed to retain his prerogatives.

Washington did not immediately accept this point of view but the 18th Fighter Group (TE) did and proceeded to celebrate vigorously.

News came 10 August 1945 between reels of the movie. Pfc Melvin Kahn made the announcement after receiving a telephone call from Captain Joe Lesicka of the 44th Squadron to the effect that he had heard it over the radio.

The movie broke up in handshaking, backslapping, blood curdling screams and Rebel yells.

Simultaneously word spread through the tents and the night was made horrid with a fusilade of shots from .45's, Tommy guns and trusty carbines. It sounded worse than the day we shot the big lizard at Sansapor. One newcomer thought the Japs had broken through. Finally it got so bad that a few recochets were bouncing off the tin roofs and GHQ issued a "cease fire" order thereby giving the 18th Fighter Group (TE) a substantial claim to the honor of being the first American unit to issue a "cease fire" order.

After the shooting subsided, the population of the officers club and the enlisted men's day rooms reached capacity quickly and suddenly a vast thirst fell upon the face of the earth and means of quenching same were resorted to with the result that divers and sundry remembered quaint old songs about who wouldn't come to Ondonga, and what should be done to all the admirals in Com~~sd~~airpac, and the physical shortcomings of a certain Mr. Riley.

On again, off again

Possibly the exubrance evidenced by the Group was not one hundred per cent peace but contained a considerable element of pleasure at the prospect that the cessation of hostilities would mean a cancellation of the movement to Okinawa.

If so they were mistaken because the move was ON.

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3. Narrative Account (Cont'd)

Buildings were torn down, impedimenta packed and on 13 August the loading of the LST's commended. For two days cargo was transported in grinding trucks over rutted roads and stowed in the bowels of the LST's. The word came down to hold up. One day of loafing, then word came down to unload. One squadron, the 70th, had actually boarded its LST and deserted its campsite to the delight of the patriotic civilian population who cast covetous eyes on the framing of the bamboo shacks left behind.

So the LST's were unloaded, the areas were reoccupied, the tents were strung back over the frames, the boxes were opened, operations recommenced and at the end of the month the rebuilding of the camp was nearing completion.

Needless to say this operatión was not the cause of mutual congratulations.

The sad affair, however, was somewhat tempered by the acquisition of one each sawmill from the XIII Fighter Command and the agreement of the 29th Service Group to operate same on a fifty-fifty basis.

Prospect of plentiful lumber inspired building ambitions and the Information and Education Section was planning to build an office, library and classrooms and to expend greatly the scope and enrollment of the Ringmaster University.

Unit Personnel Section

Late in August the S-1 Section began the formation of a Unit Personnel Section to take care of most of the records of the officers and enlisted men of the squadrons: Form 20's, Service Records, 66-2's and Morning Reports. Squadrons were being called upon to furnish trained personnel for the operation of this section.

Look Homeward, Angel

August was a very poor month for eastbound traffic. Only two enlisted men in the whole group went home on rotation. The loss of three battle stars, 15 points, was blamed. There was some hope that at least one battle star, that for the Bismark Archipelago Campaign in which Group planes shot down more than thirty Japs, would be allowed finally.

Combat

Into the closing days of the war the 18th Fighter Group went with bombs, cannon, machine guns, and incendiaries. There was no particular mission for the period and the fliers divided their time between making life uncomfortable for stranded Japs in the Philippines and Nipponese tourists down in Java.

Three strikes against Java were flown before the "cease fire" order was given. In one of them a Jap destroyer and freighter were damaged by bombing in Soerabaja Harbor, and in another 38 locomotives were exploded by strafing in the area around Soerabaja and in a third, Sugar Charlies, which proved to be derelicts, were strafed in Soerabaja Harbor.

Two bombing, strafing and firebombing missions were flown against Japs around Upian and the Kibawe trail in Mindanao, and six against Japs in the mountains of Northern Luzon.

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3. Narrative Account (Cont'd):

Last Mission

Honor of flying the Group's last combat mission of World War II fel to the 12th Squadron 14 August. Twelve planes took off for Northern Luzon with a load of explosives and fire bombs. They staged through Clark and reached the target area only to find it obscured by clouds. They Jettisoned their bombs in Lingayan Gulf and returned to base.

Training

As combat ceased, training picked up with a minimum of 20 hours per month prescribed for new pilots and 12 hours per month for old pilots. An old uninhabited rock proceeded to substitute for Japs and took a rain of 250-lb bombs. Aerial combat tactics were practiced. S-3 procured the use of a hood to be used on pilots practicing instrument flying. As one pilot flies by instruments, his vision concealed by the hood, another flies alongside him and maintains radio contact to prevent accidents.

One P-38 was received with rocket launching brackets attached and two pilots fired rockets from it in practice.

New Planes

Three AT-6's were received for use in instrument flying practice.

Recreation

As combat operations ceased recreation was stressed heavily. Hundreds of men were participating daily in baseball, softball, volleyball, basketball, horseshoe pitching and badminton.

New Commander

On 1 August Lieutenant Colonel Bill Harris assumed command of the Group succeeding Colonel Harry L. Donicht, transferred to XIII Fighter Command.

The new commander is the leading ace of the 13th Air Force with 16 Jap planes to his credit. A veteran of 27 months overseas duty and 700 hours of combat flying he had met with considerable success in developing new combat tactics and in teaching these tactics to his pilots.

Before assuming command he had served as deputy commander for about seven months.

Commendations

Letters commending the Thirteenth Air Force for its part in the OBOE TWO operation (invasion of Balikpapan, Borneo) have been indorsed to this headquarters. They are from W. Dostock, Air Vice-Marshal, Air Officer, Commanding Royal Australian Air Forces, S.W.P.A., and from L. A. States, Commander Underwater Demolition Unit, OBOE TWO operation. Copies are attached.

These operations were supported by the 18th Fighter Group from Zamboanga and Sanga Sanga.

3. Narrative Account (Cont'd)

Flash! Point System Works!

Morale of the outfit took a tremendous increase the last day of August as the result of a radio directing the return to the United States of all enlisted men with point scores of 85 or better.

August with its infinitesmal quota and its abortive move had been hard on the nerves of the personnel and there was more than a little bitterness and cynicism. The radiogram made everyone feel a great deal better.

Thirteen oldtimers from Group Headquarters were on the list. The majority of them had left the States on 7 November 1942, and they remembered the grim air battles over Guadalcanal when the fate of the American offensive seemed to hang in balance.

When questioned about their biggest thrill of the war, practically all who were there replied the aerial engagement of 16 June 1943.

Attachments

Attached is a sketch map and statistics showing August operations of the 18th Fighter Group. (See page 75).

FOR THE GROUP COMMANDER:

JARVIS A. TEW,
Major, Air Corps,
Adjutant.

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Incls:
1. GO 5 & 6 Hq 18th Ftr Gp (in dup)
2. SO 69 thru 80 Hq 18th Ftr Gp (in dup)
3. Ltr of Commendation fr Adv. Hq RAAF Comd, Alliedair Forces, SWPA, Ltr Hq 13th Air Force forwarding same, w/1st ind Hq XIII FC. (in trip).
4. Ltr of Com fr Underwater Demo Team No. 11, w/1st ind Hq 13th Af, 2nd Ind hq XIII FC. (in trip).
5. FO 180 thru 186 Hq 18th Ftr Gp (in dup).
6. Statistical Data for mo of August 45 (in trip).
7. Air-Sea Rescue, Breakdown of Org, Logistical Data for Water Move, Movement Chart, (in trip).
8. Operational map of 18th Gp for Aug. (in dup). (See page 75)

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68 · 98